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## Gumpert Ranch Alternate Use Plan

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SEDWAY/COOKE  
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May 1982





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## INTRODUCTION

Regional Context. Contra Costa County affords among the most desirable living environments in the Bay Area. This desirability is due to the combination of a moderate climate, dramatic landscapes, a suburban lifestyle and as indicated in Figure 1 the County's proximity to regional financial and industrial centers in San Francisco and Oakland. Contra Costa's San Ramon Valley Area best typifies these qualities.

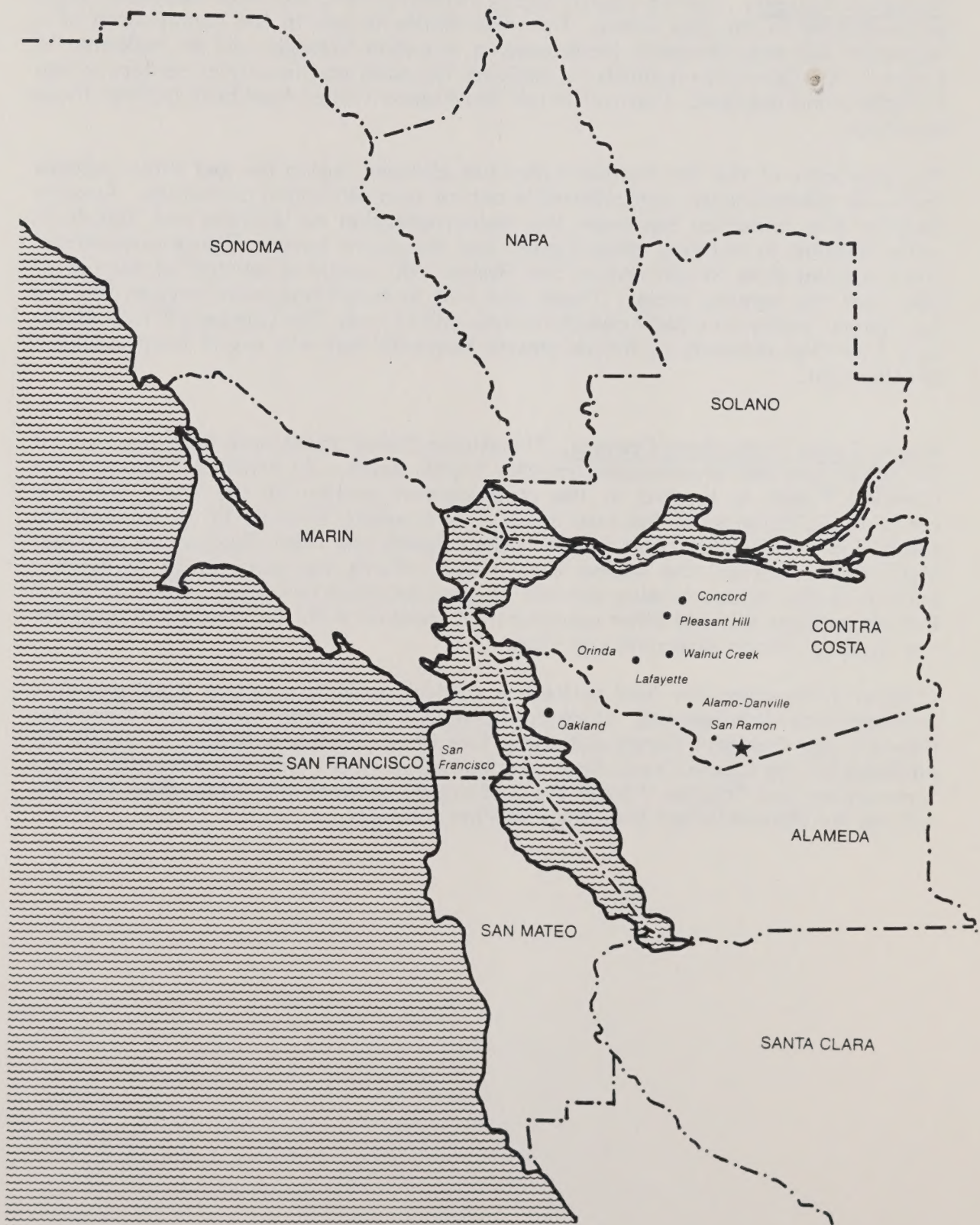
The character of the San Ramon Valley has changed during the last three decades from one predominantly agricultural in nature to a suburban community. Accompanying this transition has been the decentralization of business and jobs from urban centers to outlying areas having less expensive lands. Future commercial and industrial sites in and around San Ramon will create a substantial number of jobs over the coming years. These jobs will in turn bring more people into the San Ramon Valley on a daily commute basis and to live. The Gumpert Ranch Alternate Use Plan responds to future growth demands that will result from local job development.

Alamo Creek Study Area Context. The Alamo Creek Study Area lies directly east of San Ramon and encompasses roughly 11,000 acres. As shown in Figure 2 the Gumpert Ranch is located in the south-central portion of the study area and comprises 2,300 acres of the total study area acreage. Because of its proximity to future job development sites in the Bishop Ranch and north Pleasanton commercial/industrial areas, the Alamo Creek area affords the opportunity to meet a portion of the future housing demand created by these new jobs. The text which follows outlines this and other opportunities together with the conceptual basis for the Gumpert Ranch Alternate Use Plan.

Chapter I describes the land suitability analysis used to identify lands suited to accommodate development. Chapter II presents the Alamo Creek Area Land Use Concept and Gumpert Ranch Alternate Use Plan. Chapters III and IV detail the elements of the Alamo Creek Area development concept and the community structure concept and Chapter V notes the consistency between the Alternative Use Plan and the San Ramon Valley Area General Plan concepts.



Figure 1  
Regional Context



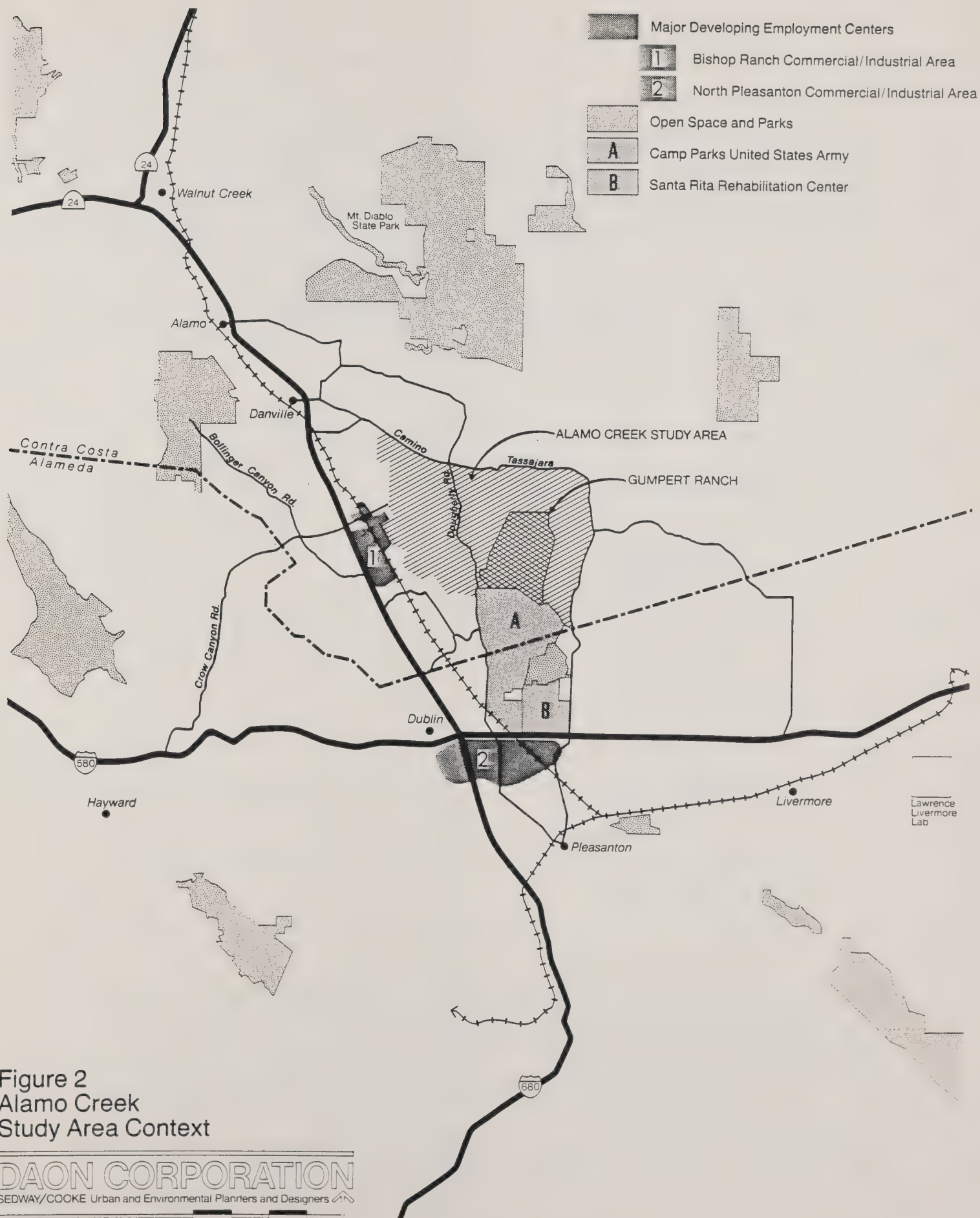


Figure 2  
Alamo Creek  
Study Area Context





## I. ENVIRONMENTAL CONSTRAINTS ANALYSIS

The environmental constraints analysis which follows is based upon a series of background reports prepared by the consulting firm of Santina and Thompson for the Daon Corporation. These reports include the Alamo Creek Planning Program Master Data Base which contains the technical data and map information necessary to complete the land suitability analysis and composite constraints map. Additional reports examine existing environmental and institutional issues as they relate to the Alamo Creek Planning Area and to the Gumpert Ranch.

The data base mapping system developed by Santina and Thompson individually maps a series of environmental and institutional constraint factors. Each constraint group together with its individual factors is presented in Table I.

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TABLE I: ENVIRONMENTAL CONSTRAINT GROUPS AND FACTORS

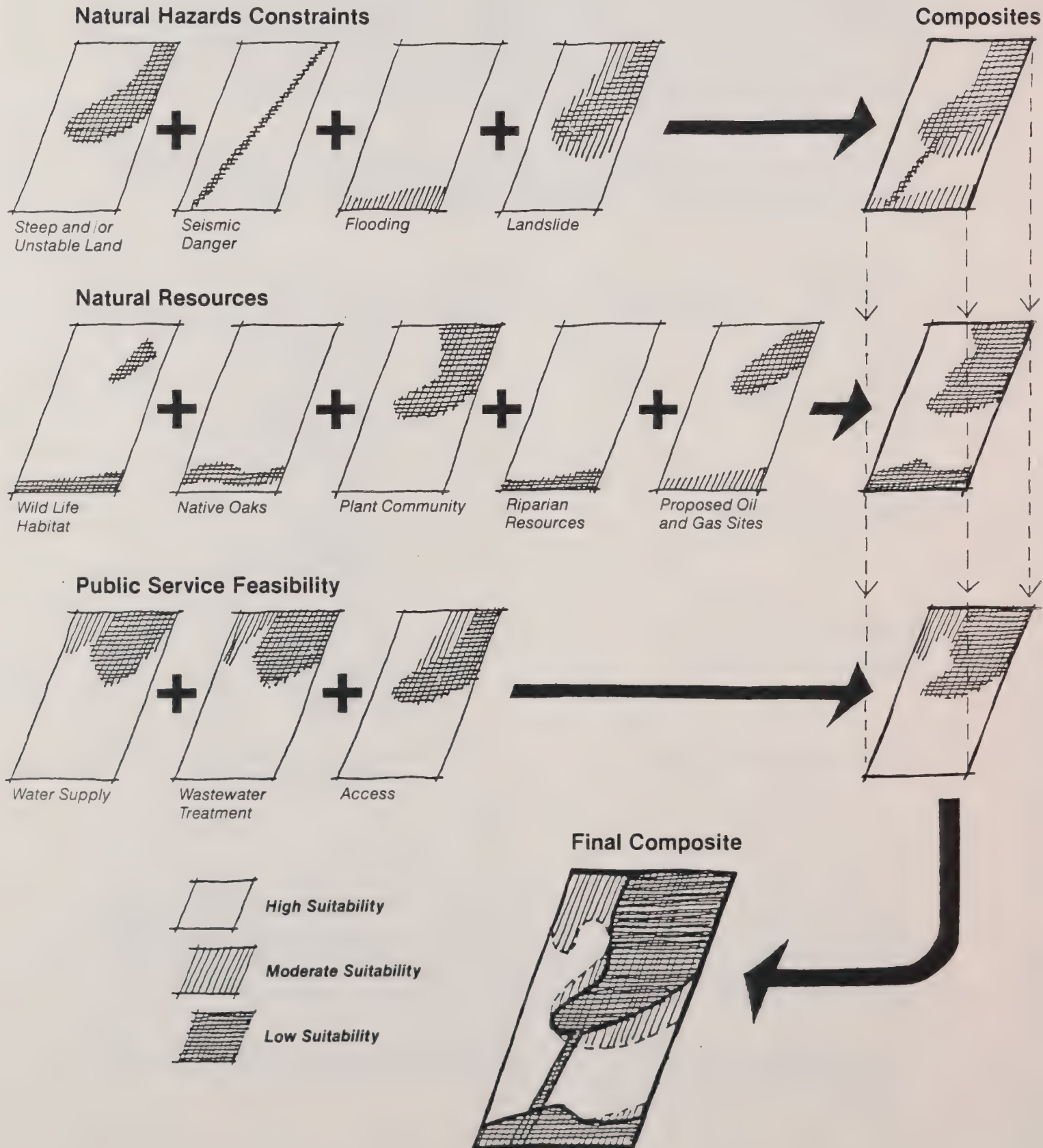
| <u>Group</u>                | <u>Constraint Factors</u>                                                          |
|-----------------------------|------------------------------------------------------------------------------------|
| Geologic Constraints        | unstable soils<br>seismic dangers<br>landslide location<br>steep slopes            |
| Biological Resources        | riparian vegetation<br>native oaks<br>wildlife habitats<br>(and potential habitat) |
| Natural Resources           | proposed oil and gas sites                                                         |
| Hydrologic Constraints      | riparian zones<br>ponds and creeksides<br>floodplains                              |
| Public Service Capabilities | wastewater treatment<br>water distribution                                         |

---

In order to better understand how the individual factors listed in Table I cumulatively constrain land use, a composite mapping of all constraint factors was conducted as shown in Figure 3. This type of land suitability analysis utilizes a process of elimination where lands subject to one or more constraints such as steep slope, known or suspected seismic hazards, landslides, floodplains, rare plant and animal habitats are culled out, with constraint-free lands remaining.

The composite constraints map is shown in Figure 4. Individual constraint factors have been grouped according to the type and severity of the hazard in question, and according to the type of resource.

Figure 3  
Composite Analysis Model







Slope/Stability Constraints

-  Mapped Slides and Slopes Over 30%
-  Slopes Between 20% and 30%
-  Mapped Earthquake Faults

Hydrologic/Vegetative Constraints

-  Riparian Zone, Agricultural Ponds and Native Oaks
-  100 Year Flood Plain

Figure 4  
Alamo Creek Land Use  
Constraints Analysis





- **High Constraints - Low Development Suitability.** Lands having high constraints are least suited for alternative land uses, and are indicated by the hatched pattern. Landslides and slopes over 30 percent are indicated on Figure 4 by the hatched pattern and represent lands which should accommodate low intensity land uses such as open space, grazing, passive recreation, and view shed preservation. Earthquake faults are high constraints to land use and are indicated as either bold black lines or in the case of suspected faults as dashed lines. Environmentally sensitive areas are also highly constrained and include riparian and pond zones, and native oaks. These resources are indicated by the fine dot pattern. Appropriate land uses for these areas should be limited to nature study, open space buffer or transition area, or possible trail linkage sites for regional park access.
- **Moderate Constraints - Moderate Development Suitability.** Moderately suitable lands with slopes of from 20 to 30 percent are indicated on Figure 4 by the diagonal line pattern. These lands may accommodate a greater intensity of land use provided appropriate slope-density standards are maintained, and that sufficient consideration be given to proper road siting, grading, and construction to minimize soil erosion. Floodplains are moderately suitable for accommodating a variety of alternative land uses, and have been delineated on the composite constraints map by a bold horizontal line pattern. Structures may be located within these areas provided their construction will not endanger human life or property. Potential uses of floodplains include development with specific constraints to maintain health and safety as well as, for example, recreation fields and linkage to bicycle and trail systems.
- **Low Constraints - High Development Suitability.** The remaining lands shown on the composite constraints map are subject to limited constraints and are suitable for many alternative uses.

The land use constraints analysis indicates that substantial portions of the Alamo Creek study area are subject to slopes above 30 percent and landslide hazards. In general, the hill areas north, east and west of the valley flatlands are less suited for development.

Areas which can accommodate development are concentrated in the valley area at the confluence of the east and west branches of Alamo Creek northward roughly 1-1/4 miles. Secondary cells of developable land occur, for example, northeast of the valley area off Lawrence Road, and to the southeast, just east of the confluence of the Alamo Creek. An additional pocket of developable land occurs toward the extreme northern boundary of the planning area in the Sycamore Valley.





## II. ALTERNATE USE PLAN

The discussion which follows briefly outlines the major concepts and area planning policies of the alternate use plan. The alternate use plan responds to future employment expansion planned to occur within a 5 to 10 mile radius of the Alamo Creek area. Demand for housing due to job development generated by the Bishop Ranch Commercial/Industrial area west of the Alamo Creek Study Area, by the proposed Hacienda Business Park directly south of the study area, by continued growth associated with both the Lawrence Livermore Labs and the community of Livermore will create a localized demand for housing far in excess of available or planned supply.

The responsible provision of housing within close proximity to future job sites must include an environmentally acceptable design with an integrated circulation system. The design should also identify a feasible transit option to address continuing energy concerns. Both design and circulation must feasibly access available community service systems in a cost-effective manner. The following alternate use plan concepts address these expectations.

Community Design Concepts. The land suitability analysis described in the first part of this memorandum has influenced the location of the village center shown on the Alamo Creek Area Land Use Concept Plan, Figure 5. Residential areas would be concentrated as a mix of housing types including, for example, townhouse clusters and detached single-family dwellings organized into neighborhoods around the commercial village core and loop transit route. Community parks and potential school and other public facility sites within the village center would provide an efficient community pattern based on pedestrian accessibility. Secondary residential concentrations to the northeast and southeast provide for satellite neighborhood clusters at an overall average density lower than that found in the village center. These lower densities reflect the increasingly hilly topography and slope stability constraints found in much of the Alamo Creek Study Area. A mix of housing types would be provided and organized around a neighborhood commercial center potentially served by a transit loop that ties the development area directly to the emerging employment centers.

In order to maintain a suburban atmosphere open space has been designed as an integral part of the community village. Open space would penetrate to the village center to afford view corridors to surrounding hills and to provide grade separated pedestrian and bicycle path access to commercial and recreation activities. Protection of open space buffers between outlying residential neighborhoods would be necessary to protect viewsheds and prevent development in unstable soil conditions.

Land Use Designations. The Alamo Creek Area Land Use Concept Plan and the Gumpert Ranch Alternate Use Plan (AUP) are shown in Figures 5 and 6. Each plan geographically presents a series of land use designations which express planning policies with regard to the functional relationship and intensity of each use. The designations which follow in Tables 2, 3, and 4 together with their definitions, purpose, and locational requirements are intended to provide the necessary policy framework to evaluate the Gumpert Ranch Alternate Use Plan.

---

TABLE 2: RESIDENTIAL LAND USE

| <u>Density Category</u> | <u>Purpose</u>                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Low or Transit Related  | To provide for two development options. In a low development case the range of housing types and sizes would be limited to reduce the amount of grading and emphasize the natural contour of the land. In a transit-related case the housing type would include a sufficient number of clustered townhouses and multiple-family structures to achieve a minimum average density to efficiently support transit. |
| Transit Related         | To provide for a higher density townhouse/multiple-family mix within walking distance of the village center. Single family detached would be permitted provided that the overall village center concept is maintained and viable, and that an adequate average density is achieved to promote alternative transportation options.                                                                               |

---

TABLE 3: COMMERCIAL LAND USE

| <u>Land Use</u>                | <u>Purpose and Description</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <u>Locational Requirements</u>                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Village Commercial Center      | To provide facilities for the sale of goods for daily needs - food, drugs, leisure products, and hardware. May include a small variety store, super-market, and associated movie theater or recreation center. Would also provide a limited selection of professional services to meet day-to-day needs. May include bank or financial offices, doctor, dental and related health and personal services. The size of the commercial centers will be determined by market feasibility in subsequent planning stages. | Along primary roadways serving the village center, located at the junction of two primary roads which serve the village center. The village commercial center should be located adjacent to transit related residential density areas to permit access via bicycle path system or pedestrian foot traffic. Also, should be located within three to five minute driving time from satellite residential areas. |
| Neighborhood Center Commercial | To provide a limited selection of convenience goods. Primary tenant may be a small grocery store.                                                                                                                                                                                                                                                                                                                                                                                                                   | At transfer points in the circulation network or at the intersection of feeder streets and primary roads. Should be located within walking distance or brief driving distance of neighborhood residents.                                                                                                                                                                                                      |

TABLE 4: RECREATION AND NATURAL RESOURCES LAND USE

| <u>Land Use Designation</u> | <u>Policy Application</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Community Park              | Provides recreation opportunities within close proximity to residential areas. A community park could provide active recreation opportunities such as playfields or support passive activities in conjunction with natural resource areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Public Facility             | To reserve areas necessary for the provision of public services to the community. Public facilities include schools, sites reserved for possible satellite wastewater treatment facilities, public access corridors and associated rights-of-way.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Agricultural Preserve       | Provides for the reservation of lands having grazing potential with suitable buffers from adjacent residential areas to avoid impacts associated with increased activity and domesticated pets.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| General Open Space          | <p>Provides for the protection and management of natural resources including: rare and endangered animals and plants, riparian vegetation and associated watercourses, creekside corridors, native valley oaks, and proposed oil and gas sites. General Open Space identifies three land use designations which include the following:</p> <ul style="list-style-type: none"> <li>● Riparian Corridor - for the protection of riparian vegetation along creekside corridors. Development would not be permitted within this corridor.</li> <li>● Special Concern Area - to respond to constraints posed by potential flooding, to ensure continuity of trails through the Alamo Creek Planning Area, and to define the natural boundaries of the village center. Permitted uses could include recreation or the accommodation of man-made structures provided such structures are engineered and constructed to meet guidelines and standards for locating within floodplains.</li> <li>● Community Open Space Buffer - to define neighborhood boundaries, to act as transition areas and buffers to adjacent agricultural land use, to provide for trails within and through neighborhoods and for fire protection from adjacent grasslands.</li> </ul> |





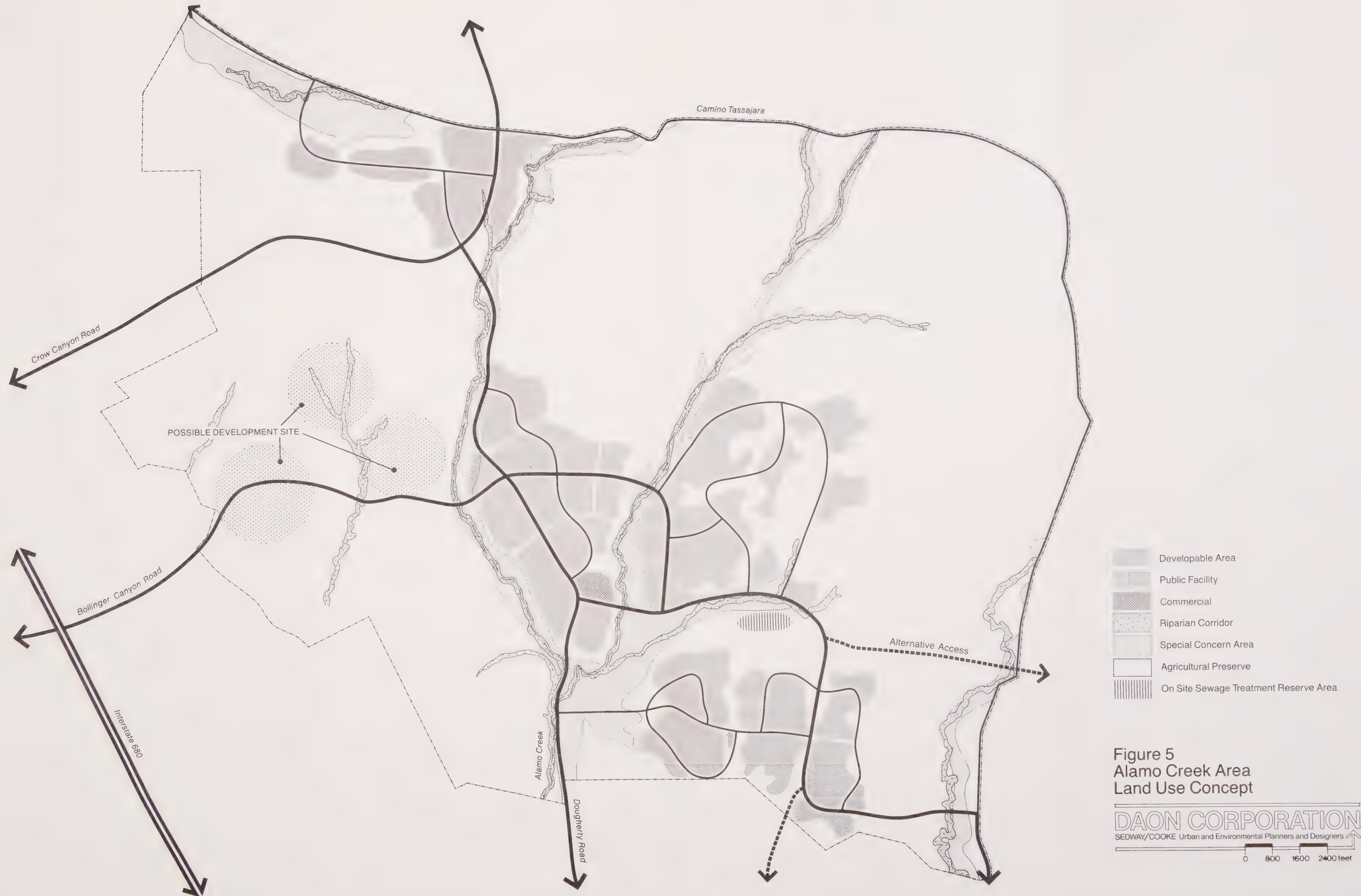


Figure 5  
Alamo Creek Area  
Land Use Concept







Figure 6  
Gumpert Ranch  
Alternate Use Plan



Circulation. The village center concept attempts to strike an acceptable balance between the use of the private car, public transit, and non-motorized transportation modes. The Alamo Creek Area Land Use Concept Plan establishes an internal circulation system served by primary roads running north and south (Dougherty Road) and east to west (from the village center west to the Bishop Ranch Commercial-Industrial Area, and east to Camino Tassajara). Circulation standards necessary to support both the internal community design concept and to provide access to future job sites are described below:

| <u>Street Types</u>         | <u>Function and Application</u>                                                                                                                                                                                                                                                      |
|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ● Primary Roadways          | Provides connections between links in the highway network (I-580 and I-680) and the interior of the Alamo Creek Study Area. Represent the major circulation elements within the study area, and would accommodate traffic between the village center and outlying residential areas. |
| ● Feeder Streets            | Generally serve the internal circulation needs of residential areas. Feeder streets funnel into the primary roadway network.                                                                                                                                                         |
| ● Potential Transfer Points | Provides transfer points for internal transit system, and bus stop designations for specific work-trip destinations.                                                                                                                                                                 |

A fundamental concept of the alternate use plan is the provision of housing opportunities within close proximity to future job development sites. Table 5 identifies the average work trip length between various sites in the Alamo Creek Study Area and future job development sites. The close proximity between the village center and future job development sites and the organization of the circulation pattern afford the opportunity to provide a significant portion of residential areas with transit services. Transit service could consist of a series of bus loops connecting key transfer points within and around the village center and satellite neighborhoods. The combination of a short commute distance and the transit related densities designed for the village and satellite residential areas would allow frequent bus headways and commute times, competing effectively with other transportation modes.

Community Services. Community services necessary to meet the daily needs of future residents include fire and police protection, schools, wastewater treatment, and water supply. The Alamo Creek Area Land Use Concept Plan reserves school sites within the village center and in outlying residential neighborhoods. Police and fire services would locate centrally in the village and respond as necessary to outlying residential areas. Land has been reserved for possible satellite wastewater treatment facilities in recognition of limited soil septic suitability within areas designated as having moderate development accommodation potential. The following discussion reviews wastewater, water supply and sewer service options as they relate to the Alamo Creek Area.



TABLE 5: AVERAGE ONE-WAY WORK TRIP LENGTH  
TO MAJOR DEVELOPING JOB LOCATIONS

| Origin                                     | Destination                                                                  | One-Way Trip<br>Work Trip Length (miles) |
|--------------------------------------------|------------------------------------------------------------------------------|------------------------------------------|
| 1. Village Center                          | Bishop Ranch via proposed west bound primary road.                           | 3                                        |
| 2. Northeast of Village Center             | Same as #1.                                                                  | 5                                        |
| 3. Extreme north of Alamo Creek Study Area | Bishop Ranch via Dougherty Road and proposed Bollinger Road extension.       | 5                                        |
| 4. Southeast of Village Center             | Same as #3.                                                                  | 5                                        |
| 5. Same as #1.                             | Pleasanton via Dougherty Road and Chabot Road.                               | 6                                        |
| 6. Same as #2.                             | Same as #5.                                                                  | 8                                        |
| 7. Same as #3.                             | Same as #5.                                                                  | 9                                        |
| 8. Same as #4.                             | Pleasanton via <u>optional</u> east bound primary road to Camino Tassajara.  | 7                                        |
| 9. Same as #4.                             | Pleasanton via <u>proposed</u> east bound primary road to Camino Tassajara.  | 7                                        |
| 10. Same as #4.                            | Pleasanton via <u>optional</u> south bound primary road to Camino Tassajara. | 7                                        |

Source: Sedway/Cooke, 1982.

- **Water Supply and Reclamation Measures.** These public services were analyzed. In each case, significant constraints, service options and anticipated capital and maintenance costs were evaluated and determined. Detailed technical evaluations of water and sewage treatment requirements have been made. Existing insitutional interrelationships and estimated operation costs have been identified. Technical detail is contained in the "Master Data Base" filed with this Alternate Use Plan.
- **Water Supply.** An in-depth study was conducted in 1981 to evaluate all possible sources of water supply to the Alamo Creek area. The study concluded that two alternative sources exist; service from either East Bay Municipal utility District (EBMUD) or the Dublin San Ramon Services District (DSRSD). The area is presently outside the service area limits of both and thus will require annexation to one or the other utility. Nevertheless, the study found that provision of the necessary facilities to extend service from either utility is both technically and economically feasible. Service cost per dwelling unit would be reasonable for either utility, and comparable to what other developments in the aera have paid for EBMUD service.

EBMUD service is recommended over DSRSD service principally because EBMUD water quality is far superior to that of DSRSD. This gives EBMUD water an advantage both in terms of customer satisfaction and cost for later sewage treatment. EBMUD is presently developing estimates of water use in the Alamo Creek area.

- **Sewer Service.** In 1981, several alternative plans for providing sewer service to Alamo Creek were developed. Treatment will be provided either on-site or by Dublin San Ramon Services District (DSRSD). On-site treatment would be accomplished by either a trickling filter and/or activated sludge system, or a deep lagoon and surface aeration system. However, advanced treatment, such as reverse-osmosis, (R-O) would probably not be required if the water supply source is EBMUD and if some domestic water is used to dilute the sewage. The effluent could be stored and used on-site for irrigating pastureland. Off-site service from DSRSD would require an increase in DSRSD's present treatment and disposal capacities.

DSRSD could advance treat the sewage with an R-O process and sell the effluent, an alternative they are presently studying for an industrial development. This would be necessary if the capacity of the present disposal system, consisting of the LAVWMA and EBDA pipelines, is not increased. In the future, major industrial, commercial and residential development in the San Ramon and Pleasanton/Livermore Valley will require the LAVWMA operators to look seriously at increasing disposal capacity, i.e., adding pipelines, from it's present 16.6 million gallons per day (MGD) to as much as 44 MGD in the future. DSRSD has indicated interest in including Alamo Creek in the study. In any case, cost for treatment and disposal is reasonable and, on a per-unit basis, consistent with costs for new developments in the area.

Environmental and Agricultural Protection. Environmentally sensitive areas and resources identified in the Alamo Creek Planning Program Master Data Base have been afforded protection by precluding their use for accommodation of development. These resources have been incorporated into the overall design concept through their use as open space, viewshed and ridgeland preservation, and for groundwater recharge areas and creekside corridors. While the Alamo Creek Area

Land Use Concept Plan utilizes agricultural lands to accommodate development, extensive land area has been reserved for the continuation of grazing and associated range management activities. The design concept attempts to focus growth within the village center and satellite neighborhoods thereby reducing the incidence of disruption to continuing agricultural operations.

Energy Considerations. A substantial portion of each household's disposable income is spent on energy. The transportation sector typically represents more than 50 percent of the energy consumption of each family. The Alamo Creek Area Land Use Concept Plan presents opportunities to substantially reduce travel distances to future job sites and to commercial, leisure, and recreation activity sites. Also, as a new development, a unique opportunity is evident to orient a substantial part of the project site for solar access. Passive solar design, reduced travel distance in conjunction with some form of transit operation could help realize significant future energy savings.



### III. ELEMENTS OF THE ALAMO CREEK AREA DEVELOPMENT CONCEPT

The Alamo Creek Development Concept shown in Figure 7 is based upon several fundamental design themes which singularly create diverse living environments and which cumulatively support the village center. The village center concept is designed as a grouping of neighborhoods served by an internal core of commercial and community services, and recreation and leisure activities.

Each neighborhood is comprised of a variety of housing types and densities which are joined to other neighborhoods and to the village core by open space corridors serving as pedestrian and bicycle paths. A series of satellite neighborhoods served by their own small neighborhood center commercial areas have also been designed in outlying areas between  $\frac{1}{2}$  and  $1\frac{1}{2}$  miles from the village center. Housing types within satellite neighborhoods would vary from their counterparts in the village center as site constraints such as slope and access dictate.

The discussion which follows explores these living environments in relation to the development concepts of the village center, satellite neighborhoods, and with consideration to the environmental parameters of the Alamo Creek Study Area.

#### Village Center

The village center is designed around a core area containing commercial and community services. Commercial services would include a major supermarket together with small specialty shops and professional services to meet the daily needs of residents within the immediate village center, in adjacent residential areas and in satellite residential neighborhoods.

Community services for fire and police protection would be located in the village core and respond as necessary to adjacent residential areas and satellite neighborhoods. School and park sites have also been reserved within the core area. A community park would be located adjacent to the east branch of Alamo Creek to provide recreation opportunities within close proximity to the village core and to the residential areas located to the west, north and east. The community park could also serve a dual function by providing recreation opportunities for a school site located directly to the north of the park.

Neighborhood residential areas have been designated at transit related densities in order to support a bus loop system serving both the commercial core area and to provide sufficient density to permit a work trip commute to the Bishop Ranch and North Pleasanton Commercial/Industrial areas.

Table 6 presents a summary of the village center concept's form, function and scale.

TABLE 6: VILLAGE CENTER CONCEPT SUMMARY

| <u>LAND USE</u>    | <u>FORM, FUNCTION, AND SCALE</u>                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Residential        | Townhouse and multi-family housing mix. Single family detached permitted provided that the overall village center concept is maintained and viable. Land use types include, single family and multi-family attached and detached clusters.                                                                                                                                                                           |
| Commercial         | Supermarket, small specialty shops, and local serving professional offices. Commercial activities located within the Village Core, with size and scale determined by market feasibility in subsequent planning stages.                                                                                                                                                                                               |
| Community Services | Public facilities for residential protection located in Village Core. Community park and school site adjacent to Alamo Creek.                                                                                                                                                                                                                                                                                        |
| Circulation        | The main circulation components serving the core commercial areas and Village Center include primary roadways and feeder streets to afford automobile access, and transit, pedestrian and non-motorized transportation modes via open space corridors penetrating the core.                                                                                                                                          |
| General Open Space | An open space system between adjoining residential neighborhoods would serve both as visual access corridors to surrounding hill areas and for pedestrian and non-motorized access to the Village Core. The maintenance of Alamo Creek's corridors as open space for flood control, passive recreation and resource management would also function to define the Village Core's east, west, and southern boundaries. |

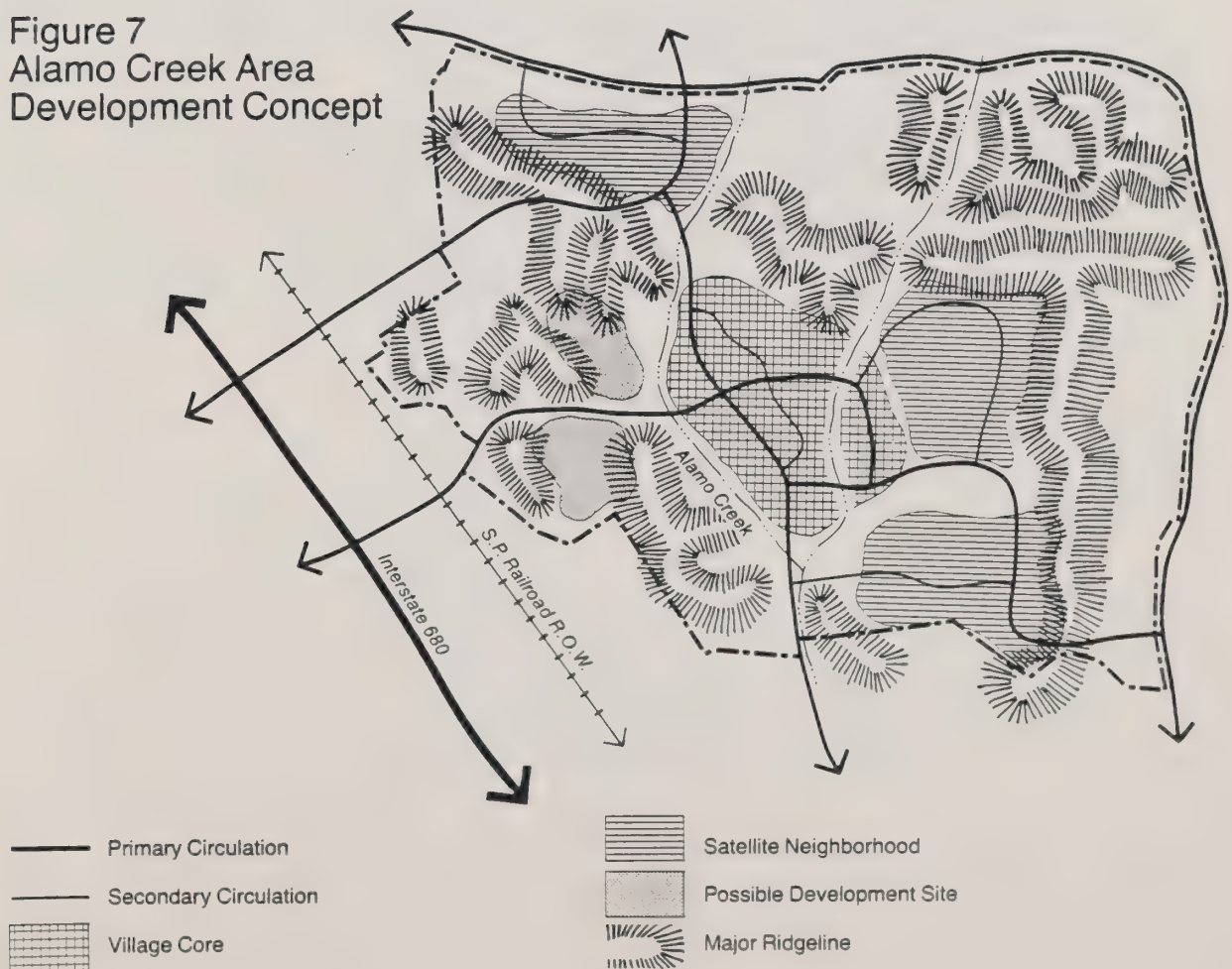
## Satellite Neighborhoods

As indicated in Figure 7 three satellite neighborhoods have been accommodated by the area development concept. Two are located within 1 mile east of the village center and one toward the extreme north of the study area. Also shown in Figure 7 there exist additional developable sites which could accommodate residential growth. However, these sites represent smaller acreages than the primary satellites and would require greater attention to design in order to overcome site constraints and minimize the visual impact of building on the exposed eastern wall of the San Ramon Valley.

A mix of housing types and density patterns would be provided within each satellite area. Depending upon site characteristics such as slope, view aspect, circulation and access a wide selection of housing options could be accommodated. Table 7 details the range of suitable housing types.

Commercial services in the form of small convenience stores would be located centrally within neighborhoods to ensure that all residents are within a short walk or driving time. Where possible, convenience stores would be located at the intersection of a feeder street and a primary road.

Figure 7  
Alamo Creek Area  
Development Concept





Satellite neighborhoods would be served by primary roads along the perimeter of residential areas and by feeder streets through neighborhood interiors. Primary roads would also serve to link satellites with each other and to the village center. Transit loops could serve the two satellite areas east of the village to provide residents access to job development sites west and south of Alamo Creek.

### Environmental Parameters

The Alamo Creek Area Development Concept both protects and incorporates the natural environment into the study area design concept and prototypical site plans. The following environmental factors are addressed by the design:

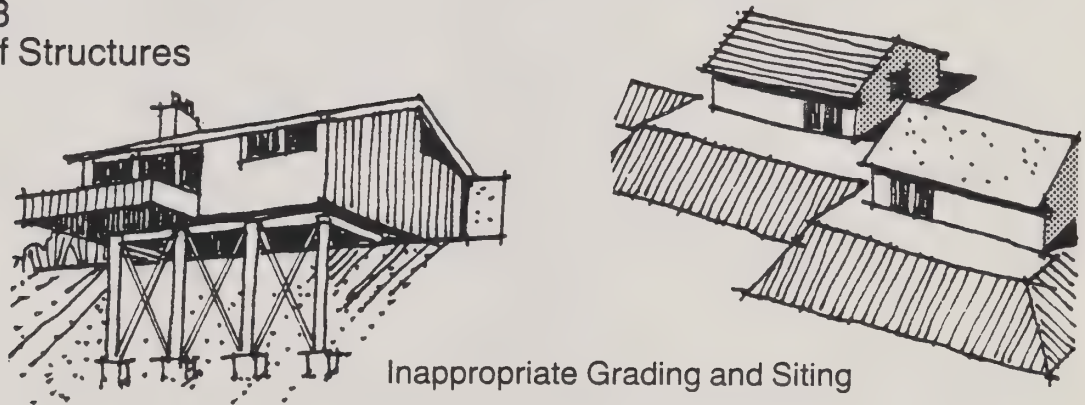
- Protection of Ridgelines - Ridgelines are singularly important components of the Alamo Creek visual environment. They bound the entire Alamo Creek Area, define the visible horizon line, and provide a sense of size and scale both necessary elements of the village center concept. Each residential area is provided view corridors to ridgelines which will remain open and undeveloped. Ridgelines would also function to shelter development from the viewshed as seen from Camino Tassajara Road and surrounding communities.
- Flood Plain Management - Flood plains subject to 100-year interval floods have been identified. These zones are managed to provide their use as areas for passive and active recreation. Also, they could accommodate properly designed and engineered structures.
- Creekside Corridor Protection - Protection of creekside corridors is a major means to ensure the preservation of riparian vegetation and associated wildlife. The preservation of creeks in their natural state also represents an important visual resource for residents in the community. The design concept incorporates both the west and east branches of Alamo Creek. This watercourse would function as a natural boundary to define the village core.

TABLE 7: SATELLITE NEIGHBORHOODS CONCEPT SUMMARY

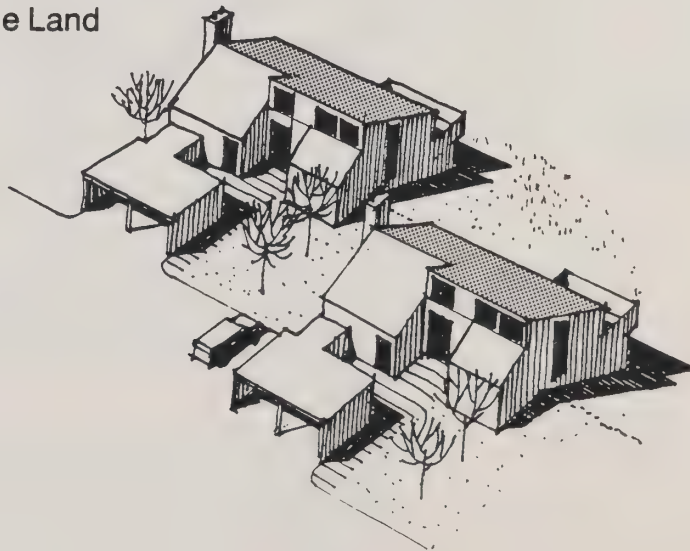
| <u>LAND USE</u>    | <u>FORM, FUNCTION, AND SCALE</u>                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Residential        | <p>A range of housing patterns would be accommodated within satellite neighborhoods. Site suitability would indicate available housing options. The following housing types would be applied:</p> <ul style="list-style-type: none"> <li>● single family detached,</li> <li>● mix of single family semi-detached, single family duplex housing,</li> <li>● townhouses in detached clusters, and</li> <li>● multi-family (stacked) housing.</li> </ul> |
| Commercial         | <p>Commercial services for convenience goods would be provided by small general stores located within walking distance or brief driving distance of residents. Locational requirements would include siting at the intersection of feeder streets and primary roads.</p>                                                                                                                                                                              |
| Community Services | <p>Satellite neighborhoods would receive public protection services on a demand-response basis from facilities located within the Village Center. Sites for public facilities have been reserved within satellite residential areas in order to accommodate the future development needs. These facility sites include areas for an elementary school, satellite wastewater treatment, and public access corridors for open space.</p>                |
| Circulation        | <p>Primary roadways would serve to connect neighborhoods with one another and to the Village Center. Feeder streets would function to provide access into neighborhoods and to funnel neighborhood traffic into the primary roadway network. Transfer points and bus stops would be placed along key intersections of feeder streets and primary roads to provide residents access to transit routes.</p>                                             |
| General Open Space | <p>Open space provisions for satellite neighborhoods are intended to protect ridgelines, to maintain steep slopes in their natural state, and to incorporate creekside corridors into the design of neighborhoods. View sheds would be retained in order to provide residents with an open and spacious living environment.</p>                                                                                                                       |

- Maintain Visual Open Space Character - Structures would be sited to conform to the contours of the land in order to preserve the existing topography, minimize erosion, and reduce construction costs. As shown in Figure 8 extensive regrading of a site and creation of "pads" for housing units would be avoided. Instead units would be fitted to the land with the regraded section generally limited to the portion of the site covered by the structure.

Figure 8  
Siting of Structures



Structures Adapted to the Land



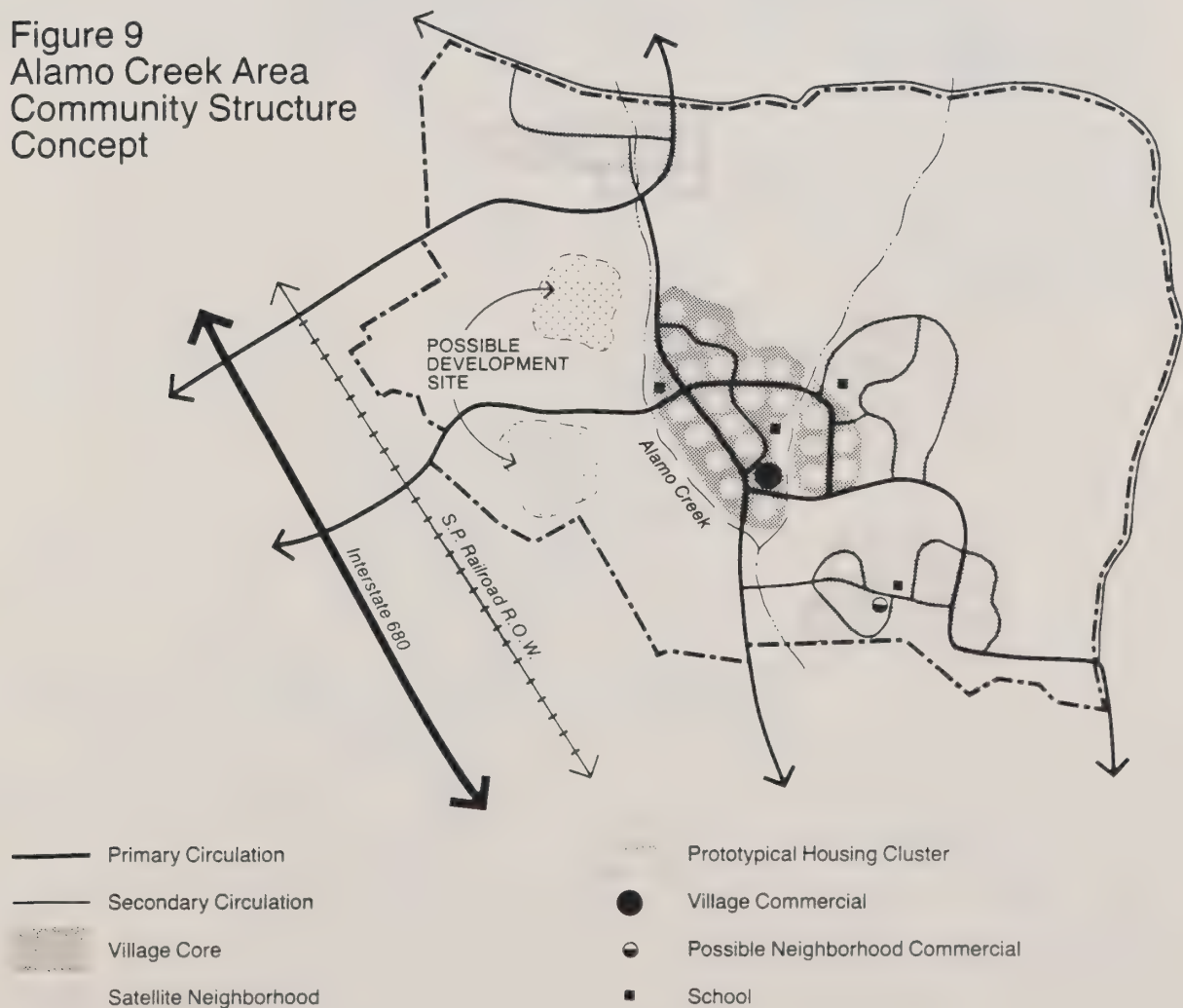


#### IV. ALAMO CREEK AREA COMMUNITY STRUCTURE CONCEPT

The Community Structure Concept shown in Figure 9 organizes residential areas into a series of housing clusters. Each cluster may vary in terms of its composition of housing types and overall density in order to accommodate the site constraints and environmental parameters detailed in Chapters I and III. Housing clusters are then arranged within a neighborhood with consideration to the internal circulation system, provision of interconnecting open space, and distance to basic commercial services. Each neighborhood affords a slightly different living environment in regards to the mix of housing types and density, and access to commercial and leisure activities.

The discussion which follows briefly addresses the relationship between the community structure shown in Figure 9 and the provision of adequate residential densities to support transit. This Chapter concludes by presenting a series of prototypical housing types and site plans which are necessary for the successful implementation of the design concept for the community structure.

Figure 9  
Alamo Creek Area  
Community Structure  
Concept



## Density and Transit Use

The Alternate Use Plan plays an important role in providing housing within close proximity to major future employment development sites. The concentration of future jobs west, north, and south of the Alamo Creek area makes feasible the operation of a convenient and efficient public transit system. A central design principal of the Community Structure Concept is the promotion of a development pattern with transit related densities which can facilitate frequent transit service.

Figure 10 indicates the assumed work trip distribution from Alamo Creek to various job and employment development locations. 60% of all trips are distributed north and west, and 40% of destinations south and southwest of Alamo Creek. Given this distribution, Figures 11 and 12 present the peak hour (a.m. and p.m.) transit routes that can directly link the Bishop Ranch and Pleasanton Commercial-Industrial employment development areas to the Alamo Creek area. The community structure provides an internal circulation pattern that can facilitate efficient transit collection. Potential transit loops of approximately 3 miles in length with stops spread about 800 feet apart have been incorporated into the community structure. With this configuration the village center and the neighborhood satellites can put a transit vehicle within 1000 to 1500 feet of nearly every portion of developable residential area.

Figure 10  
Alamo Creek Area  
Trip Distribution  
Assumptions

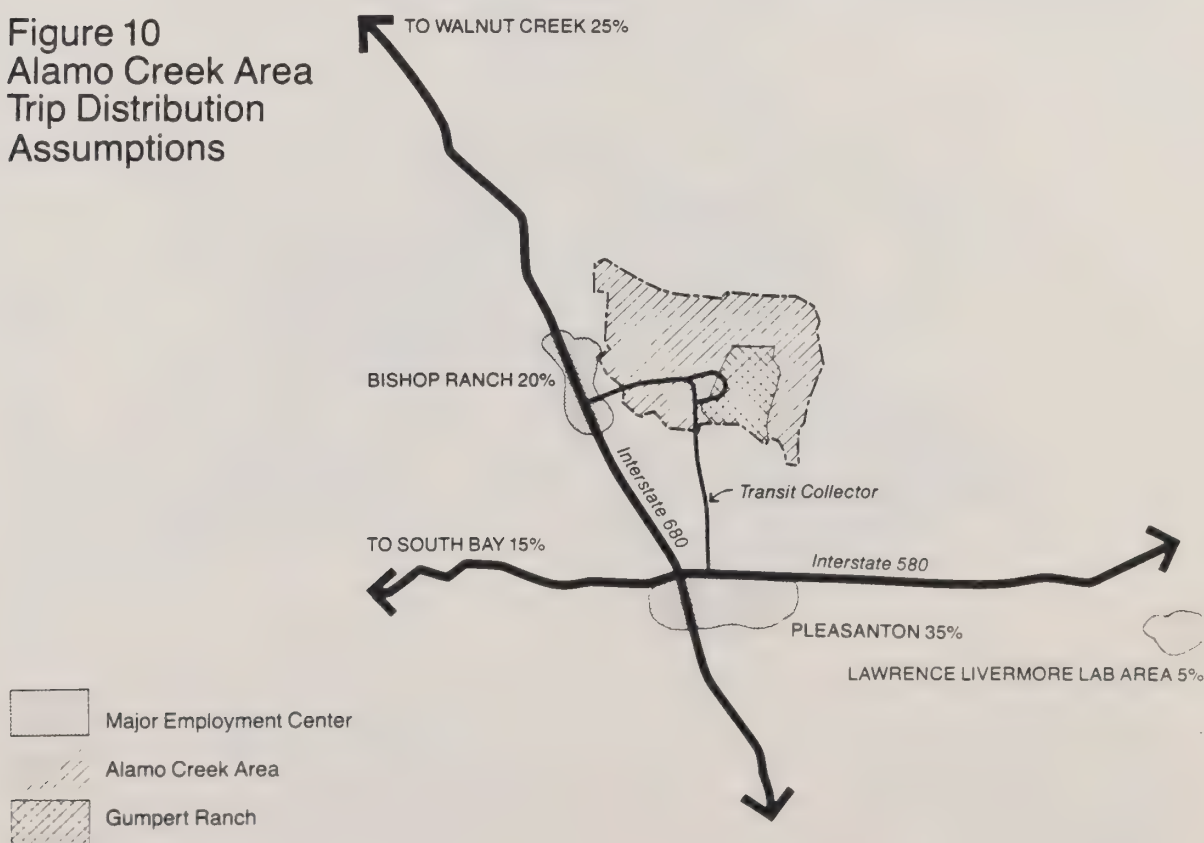


Figure 11  
Bishop Ranch  
Peak Hour  
Transit Concept

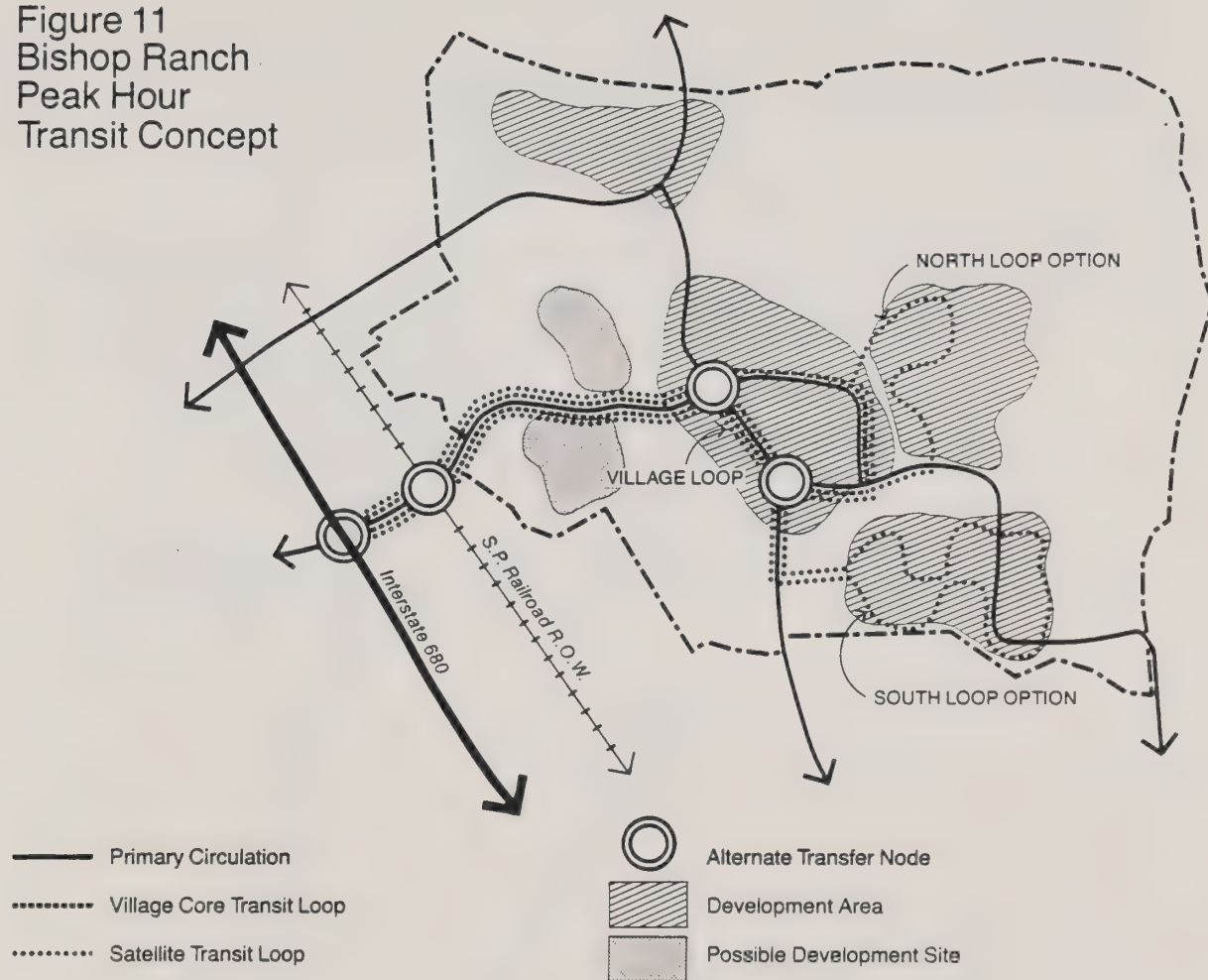
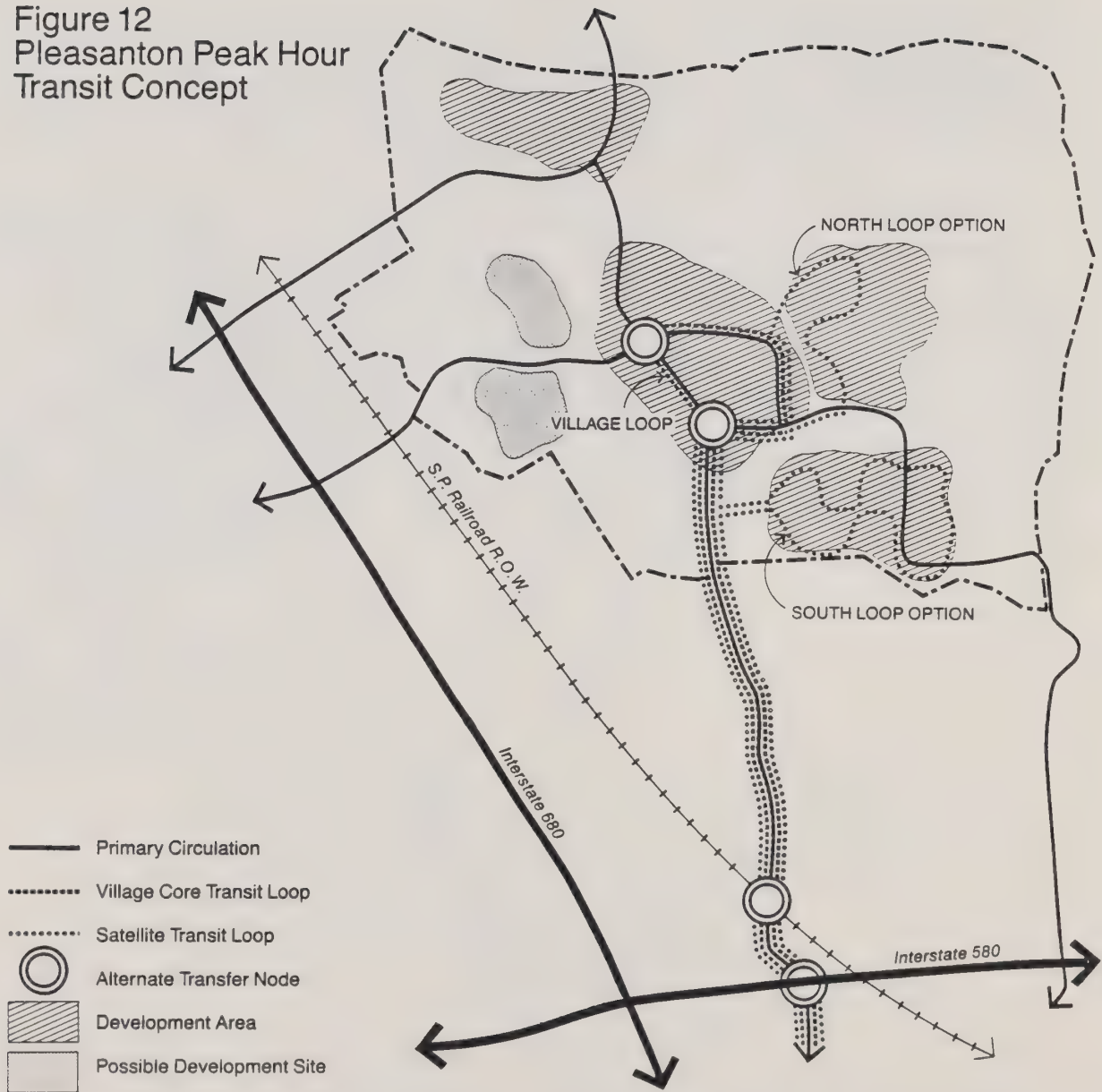




Figure 12  
Pleasanton Peak Hour  
Transit Concept



In addition to providing a circulation pattern that can be efficiently coordinated with potential transit operation, it is important to maintain suitable residential densities in a transit served neighborhood to provide sufficient demand for frequent transit vehicle headways. A design goal of 5 minute to 7 minute headways has been shown to provide a level of service that effectively competes with the automobile. With 5 to 7 minute headways over the 1 1/2 hour peak commute interval in the morning and the evening, it is anticipated that as much as 30% of work-related trips can be captured by transit service. Table 8 illustrates the average density of units necessary within each of the major neighborhoods to support 5 to 7 minute headways. The density, in this case, is an approximation of the number of units per developable residential acre and excludes all open space provisions in the plan and all major and feeder circulation routes from the calculations. The minimum density calculated is an AVERAGE for the entire neighborhood so will not preclude a mix of housing types.

TABLE 8

MINIMUM AVERAGE DENSITIES IN POTENTIALLY TRANSIT RELATED  
NEIGHBORHOODS TO SUPPORT FREQUENT TRANSIT SERVICE FOR  
WORK RELATED TRIPS IN THE ALAMO CREEK AREA

| Neighborhood<br><u>Area</u>            | Approximate<br>Developable<br>Residential<br><u>Acres</u> | Minimum AVERAGE Density   |                           |
|----------------------------------------|-----------------------------------------------------------|---------------------------|---------------------------|
|                                        |                                                           | <u>5 min.<br/>Headway</u> | <u>7 min.<br/>Headway</u> |
| Village Core                           | 510                                                       | 8                         | 6                         |
| Neighborhood Satellite<br>(North Loop) |                                                           |                           |                           |
| ● CASE A<br>(independent route)        | 287                                                       | 15                        | 11                        |
| ● CASE B<br>(overlapping routes)       | 200 served<br>87 not served                               | 13                        | 9                         |
| Neighborhood Satellite<br>(South Loop) | 386                                                       | 11                        | 8                         |

Source: Sedway/Cooke

Assumptions:

30% transit use for peak hour work trips.

1.4 workers per household.

60% of all transit trips will be in the direction of Bishop Ranch (see Figure 11).

40% of all transit trips will be in the direction of Pleasanton (see Figure 12).

Note this is the critical design condition for establishing minimum densities.

Average bus loading during peak hour commute interval is 40 passengers.

Developable acres excludes all identified open space and agriculture categories and land devoted to major circulation and feeder streets.

TABLE 8 (cont'd)  
Assumptions (cont'd)

- CASE A: This case represents a bus loop pattern that would collect riders only in the North loop satellite. This is not necessary since the loop can be routed to also serve a portion of this village core. (See Figures 11 and 12).
- CASE B: This case represents a north bus loop pattern that does not serve all of this satellite neighborhood. The north loop pattern then overlaps the village core pattern to double serve a portion of the village core. For this analysis, it is assumed the closer effective headway in this overlap area would result in slightly higher transit patronage. The minimum average densities would then apply to both the north-loop satellite and a portion of the village core.
- 

### Energy Savings

The energy savings associated with residential development in the Alamo Creek area are the result of two basic considerations. The first is a comparison of the expected trip length between the major developing employment centers and Alamo Creek with the expected trip length between these centers and the location of alternative housing sites. The second is a calculation of the additional energy savings that can be achieved by meeting the minimum necessary conditions to support effective transit.

Table 9 compares the trip lengths to the San Ramon and Pleasanton employment centers. The travel zones identified in the North Pleasanton Traffic Study provide the basis for trip length assignment without the Alamo Creek area as a housing site to serve the employment centers. The weighted average one-way trip length is 18.2 miles for all commuters to these locations. Using the trip lengths associated with the Alamo Creek area shown in Table 5 and assuming the trip distribution pattern shown in Figure 10, the weighted average for Alamo Creek-originated trips to these major employment centers is only 8.4 miles for the one-way trip. This housing location compared to the weighted average of other expected alternatives, represents a 54% savings in energy use associated with an individual's work-related trip.



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TABLE 9  
COMPARISON OF ONE-WAY WORK TRIPS TO THE  
SAN RAMON AND PLEASANTON EMPLOYMENT CENTERS

| <u>All San Ramon and Pleasanton<br/>Work Trip Characteristics</u> |                                                             | <u>Alamo Creek<br/>Work Trip Characteristics</u>         |                                 |                                                             |
|-------------------------------------------------------------------|-------------------------------------------------------------|----------------------------------------------------------|---------------------------------|-------------------------------------------------------------|
| <u>Percent<br/>Distribution</u>                                   | <u>Average<br/>One-Way<br/>Work Trip<br/>Length (miles)</u> | <u>Percent<br/>Distribution</u>                          | <u>Assumed<br/>Distribution</u> | <u>Average<br/>One-Way<br/>Work Trip<br/>Length (miles)</u> |
| 15%                                                               | 3                                                           | 25%                                                      | Walnut Creek                    | 16                                                          |
| 20%                                                               | 10                                                          | 20%                                                      | Bishop Ranch                    | 4                                                           |
| 15%                                                               | 15                                                          | 35%                                                      | Pleasanton                      | 11                                                          |
| 40%                                                               | 25                                                          | 15%                                                      | Fremont                         | 22                                                          |
| <u>10%</u>                                                        | 35                                                          | <u>5%</u>                                                | LLL                             | 18                                                          |
| Total                                                             | 100%                                                        | 100%                                                     |                                 |                                                             |
| Weighted average                                                  | 18.2 miles                                                  | Weighted average<br>all trips                            |                                 | 12.9 miles                                                  |
|                                                                   |                                                             | Weighted average<br>trips to San Ramon<br>and Pleasanton |                                 | 8.4 miles                                                   |

---

Sources:

TJKM, North Pleasanton Traffic Study, Vol. 3. March, 1982.  
Sedway/Cooke.

Table 10 compares the energy consumption and percent savings for work-related trips to the developing employment centers in San Ramon and Alamo Creek. The first case shows gasoline consumption of 1.02 gallons per one-way trip for the average auto commuter. By comparison, a resident of the Alamo Creek area commuting to these job centers will consume .47 gallons per one way trip representing a savings of 54% due to the proximity of Alamo Creek to these employment destinations. In addition a further savings can be achieved by providing the necessary conditions to support an efficient transit operation for work-related trips. Assuming a 30% transit use for work-related trips from Alamo Creek to San Ramon and Pleasanton will yield an average savings of an additional 22%.

---

TABLE 10  
COMPARISON OF ENERGY CONSUMPTION AND  
PERCENT SAVINGS FOR WORK RELATED TRIPS

|                                                                                                                                            | <u>Gallons of gasoline<br/>used for one-way<br/>work trip commute</u> | <u>Percent<br/>Savings</u> |
|--------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|----------------------------|
| Weighted average for typical auto commuters to jobs in San Ramon and Pleasanton.                                                           | 1.02 gallons                                                          | base case                  |
| Weighted average for Alamo Creek auto commuters to jobs in San Ramon and Pleasanton.                                                       | 0.47 gallons                                                          | 54% of base                |
| Weighted average for <u>all</u> Alamo Creek commuters to jobs in San Ramon and Pleasanton assuming 30% transit use for work-related trips. | 0.39 gallons                                                          | 62% of base                |

**Assumptions:**

Fuel efficiency for automobiles = 17.5 mpg. Note 1976 avg. fuel efficiency in California was 13.5 mpg and the EPA estimated efficiency in the year 2000 is 27.5 mpg.

Fuel efficiency for buses = 2 mpg.

Vehicle occupancy for automobiles is 1.4 and for buses is 40 passengers.

---

## Housing Clusters

The following prototypical housing types are provided to indicate the range of design solutions which would apply to meet site constraint conditions as they exist in the Alamo Creek area, and to afford a mix of housing types and transit related densities.

Table II summarizes the relationship between the housing types and their location within neighborhoods. Figure I3 shows the prototypical housing design and the spatial location of the structure on its lot.

---

TABLE II  
PROTOTYPICAL HOUSING TYPES AND  
THEIR RELATIONSHIP TO NEIGHBORHOODS

| <u>Housing Type</u>         | <u>Housing Cluster Location</u>                                                                                               |                               |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                             | <u>Village Center</u>                                                                                                         | <u>Satellite Neighborhood</u> |
| Single-Family Detached      | D-T                                                                                                                           | P                             |
| Single-Family Semi-Detached | D-T                                                                                                                           | P                             |
| Single-Family Zero Lot Line | P                                                                                                                             | P                             |
| Single-Family Duplex        | P                                                                                                                             | P                             |
| Single-Family Townhouse     | P                                                                                                                             | D-OS                          |
| Multi-Family                | P                                                                                                                             | D-OS                          |
| P                           | permitted                                                                                                                     |                               |
| D-T                         | permitted provided average density within housing cluster supports transit.                                                   |                               |
| D-OS                        | permitted provided the additional density within housing cluster increases the amount of common open space around structures. |                               |

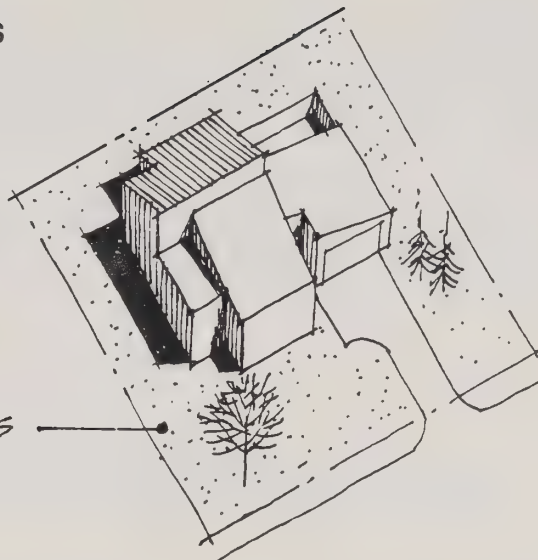
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Figure 13  
Prototypical Housing Types

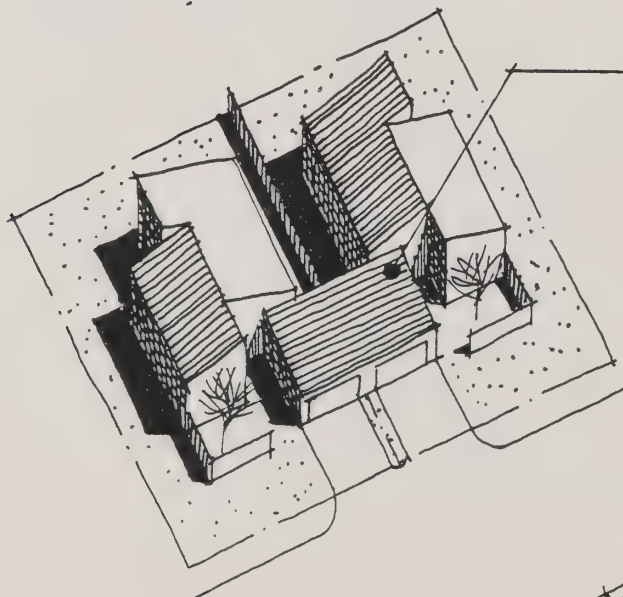
Single Family Detached

MIN. LOT SIZE VARIES



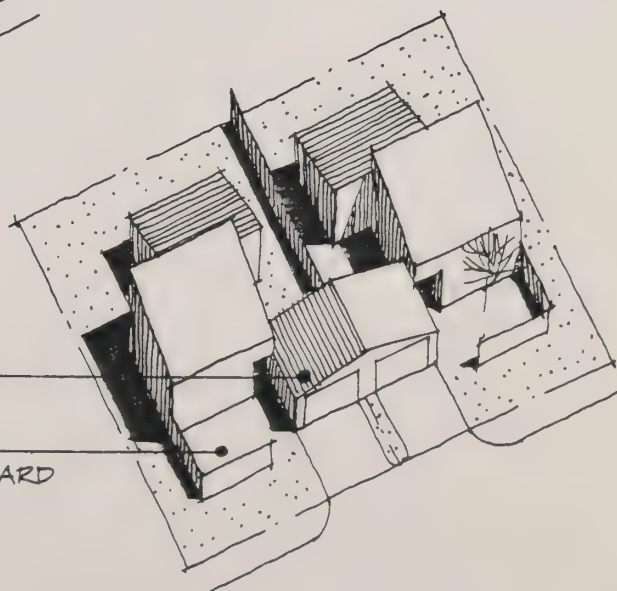
Single Family Semi-Attached

GARAGE OR CARPORT ATTACHED TO HOUSING UNITS

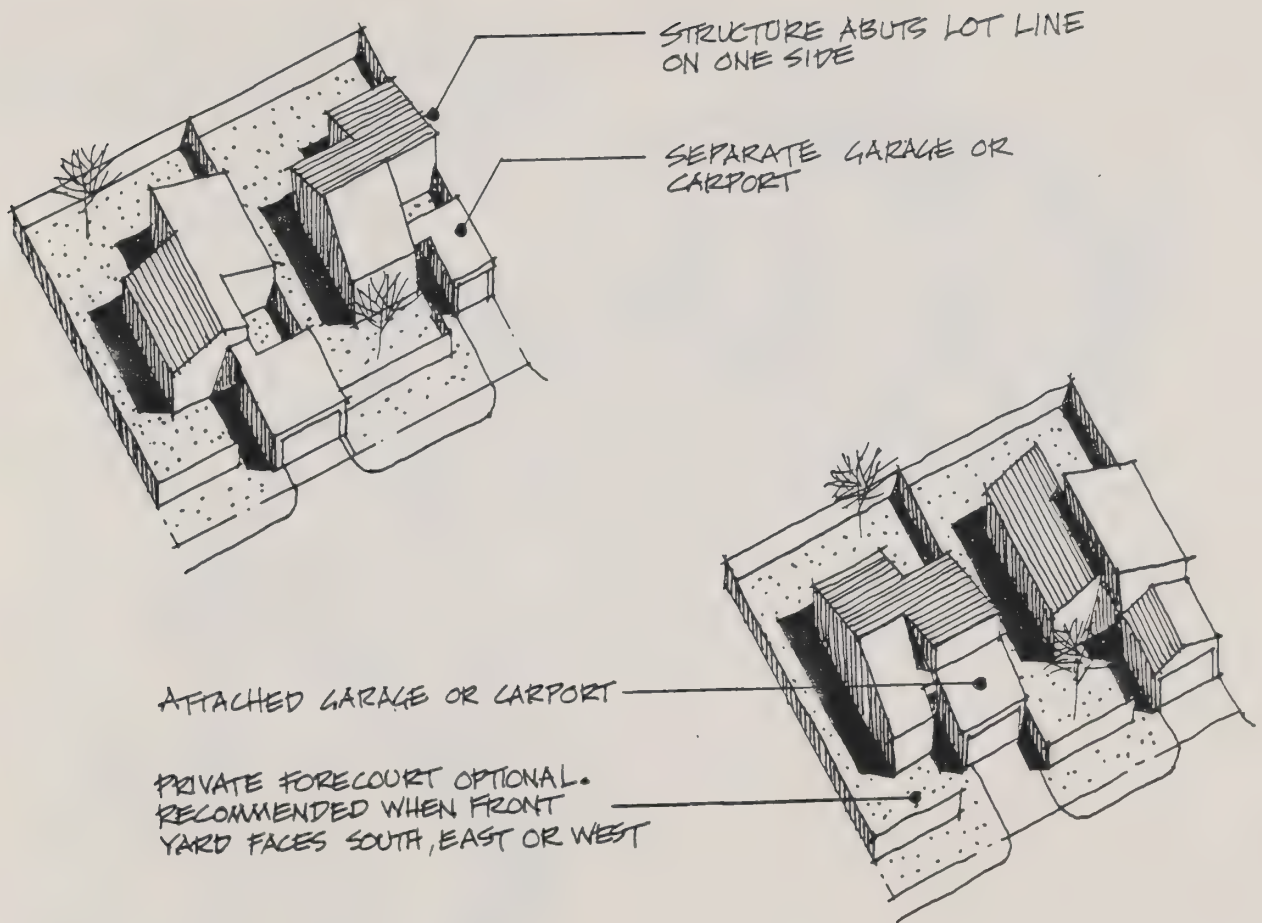


GARAGE OR CARPORT SEPARATED FROM HOUSING UNITS

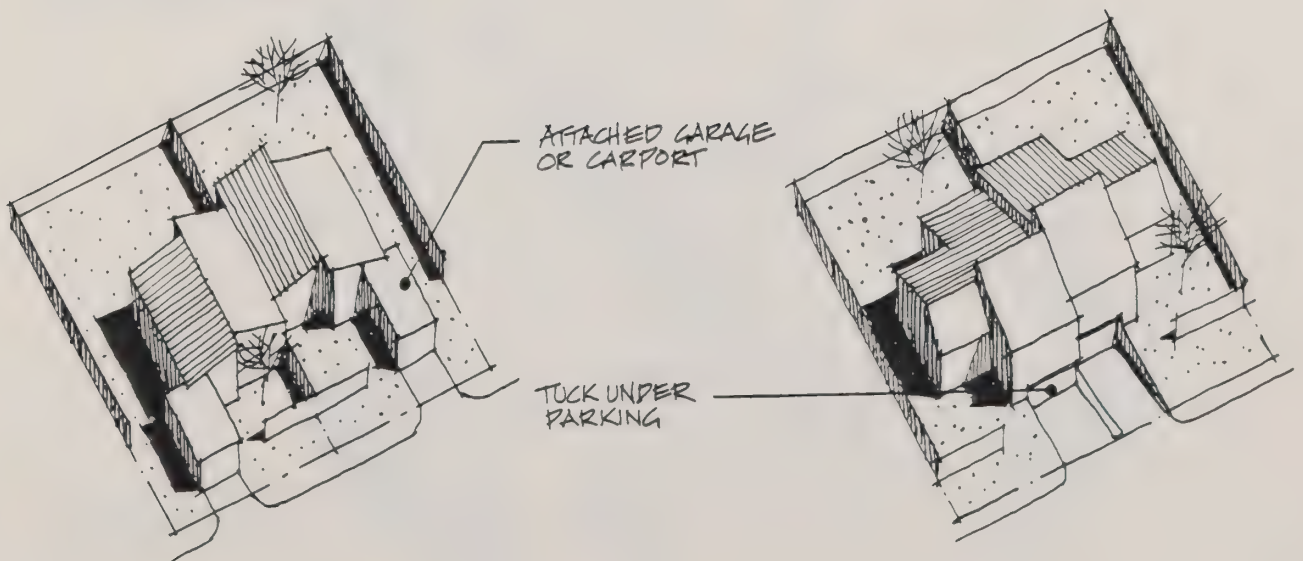
PRIVATE FORE COURT OPTIONAL.  
RECOMMENDED WHEN FRONT YARD  
FACES SOUTH, EAST OR WEST



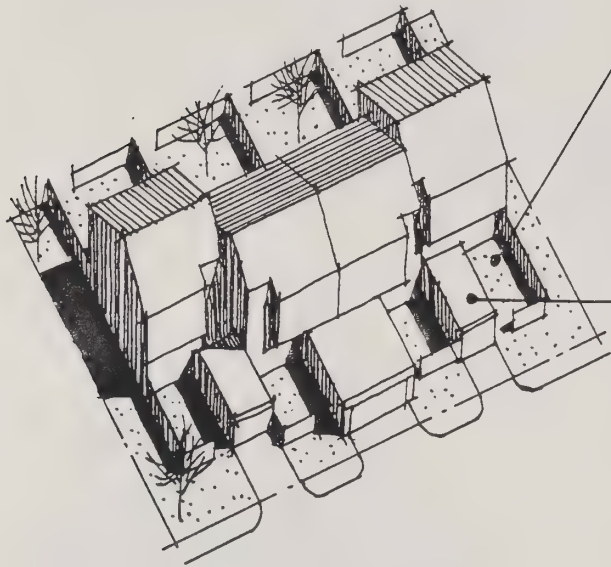
## Single Family Zero Lot Line



## Single Family Duplex

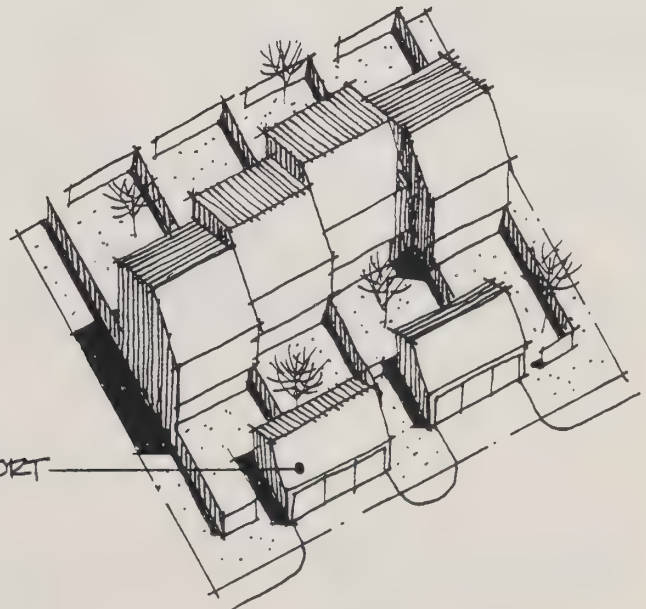


## Single Family Townhouse

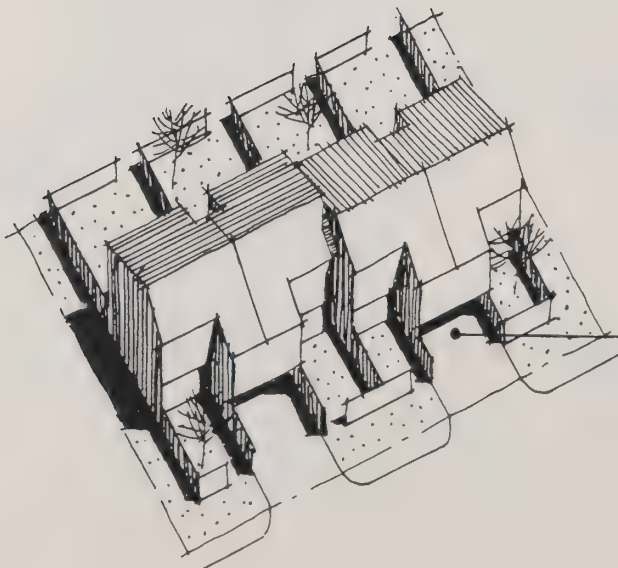


PRIVATE FORECOURT OPTIONAL IN ALL  
EXAMPLES. RECOMMENDED WHEN  
FRONT YARDS FACE SOUTH, EAST  
OR WEST

ATTACHED GARAGE  
OR CARPORT



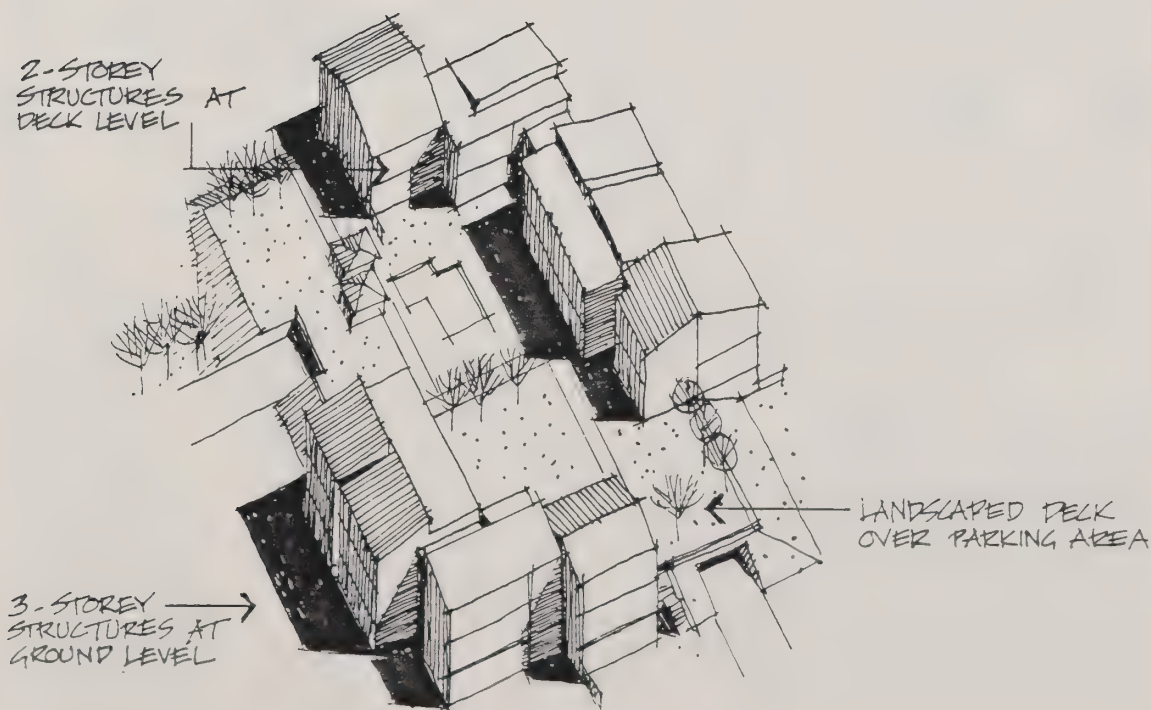
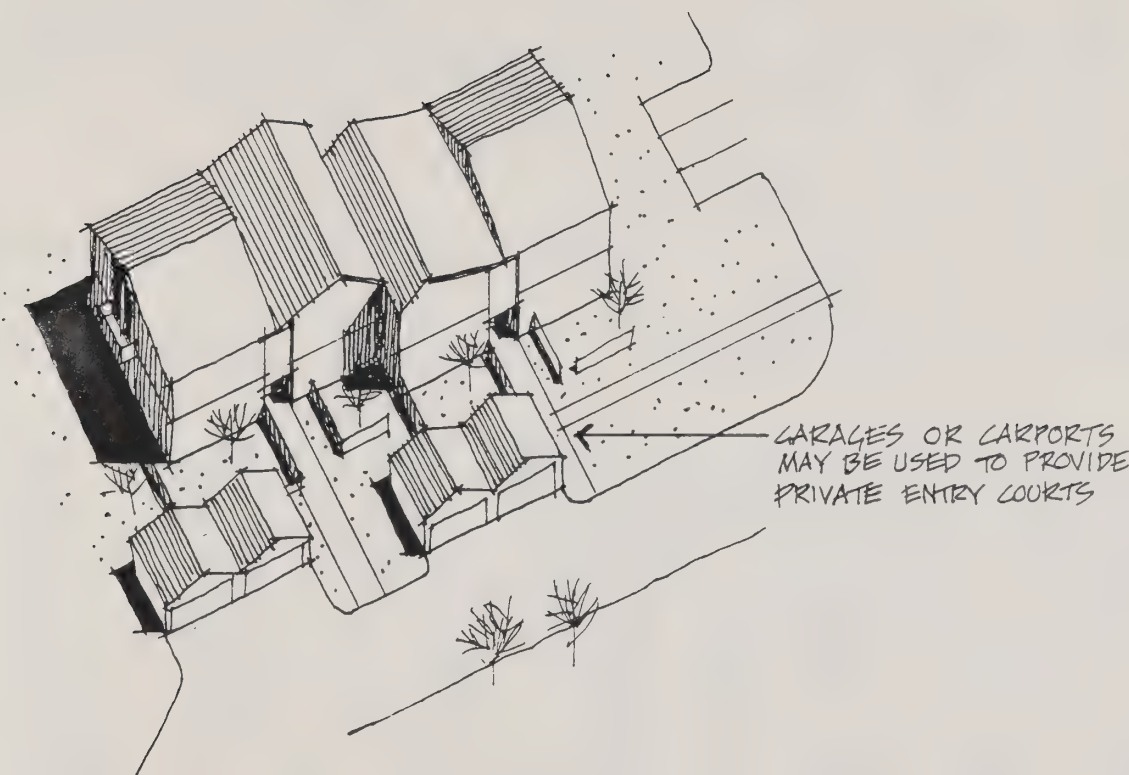
FREESTANDING  
GARAGE OR CARPORT



TUCK UNDER PARKING



Multi-Family



## Prototypical Site Plans

Figures 14 through 17 depict four prototypical site plans which would accommodate various housing clusters. The prototypes illustrate typical platting and road layouts and the siting of housing types described in the preceding section. Development would take place on slopes of 30 percent or less and in areas free of significant natural resource values. The four patterns are:

- Single family detached housing
- Mix of single family semi-detached, single family zero lot line and single family duplex housing
- Townhouses
- Multi-family (stacked) housing.

Figure 14  
Prototypical Site Plan A

Unit Type: Single Family Detached

Features units served by a cul-de-sac, on a small public or private horseshoe and directly fronting on a neighborhood street.

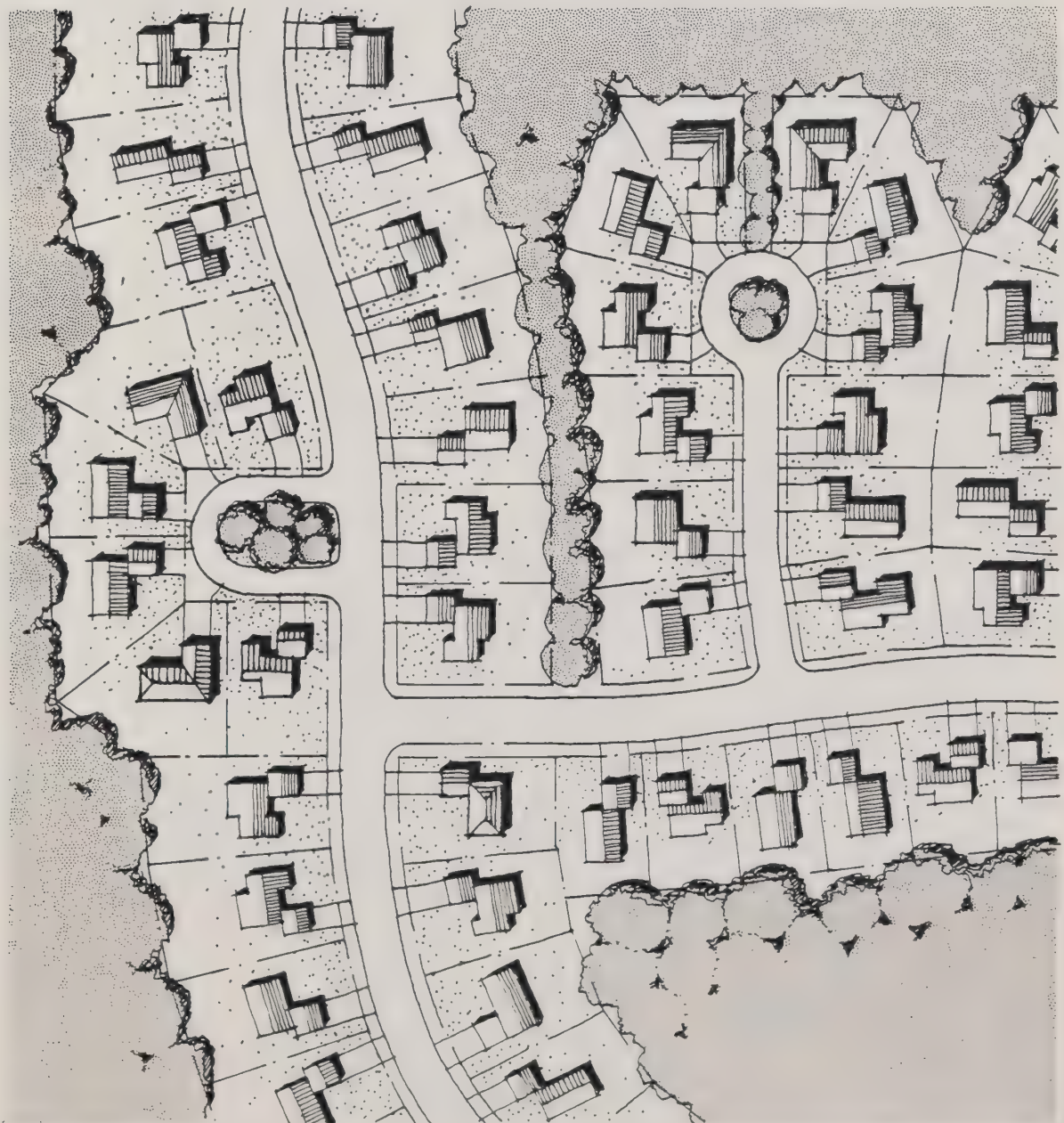




Figure 15  
Prototypical Site Plan B

Unit Type: Single Family; Zero Lot Line, Semi-Detached and Duplex

Features units fronting on a public neighborhood street, on a public or private cul-de-sac and served by a private court.

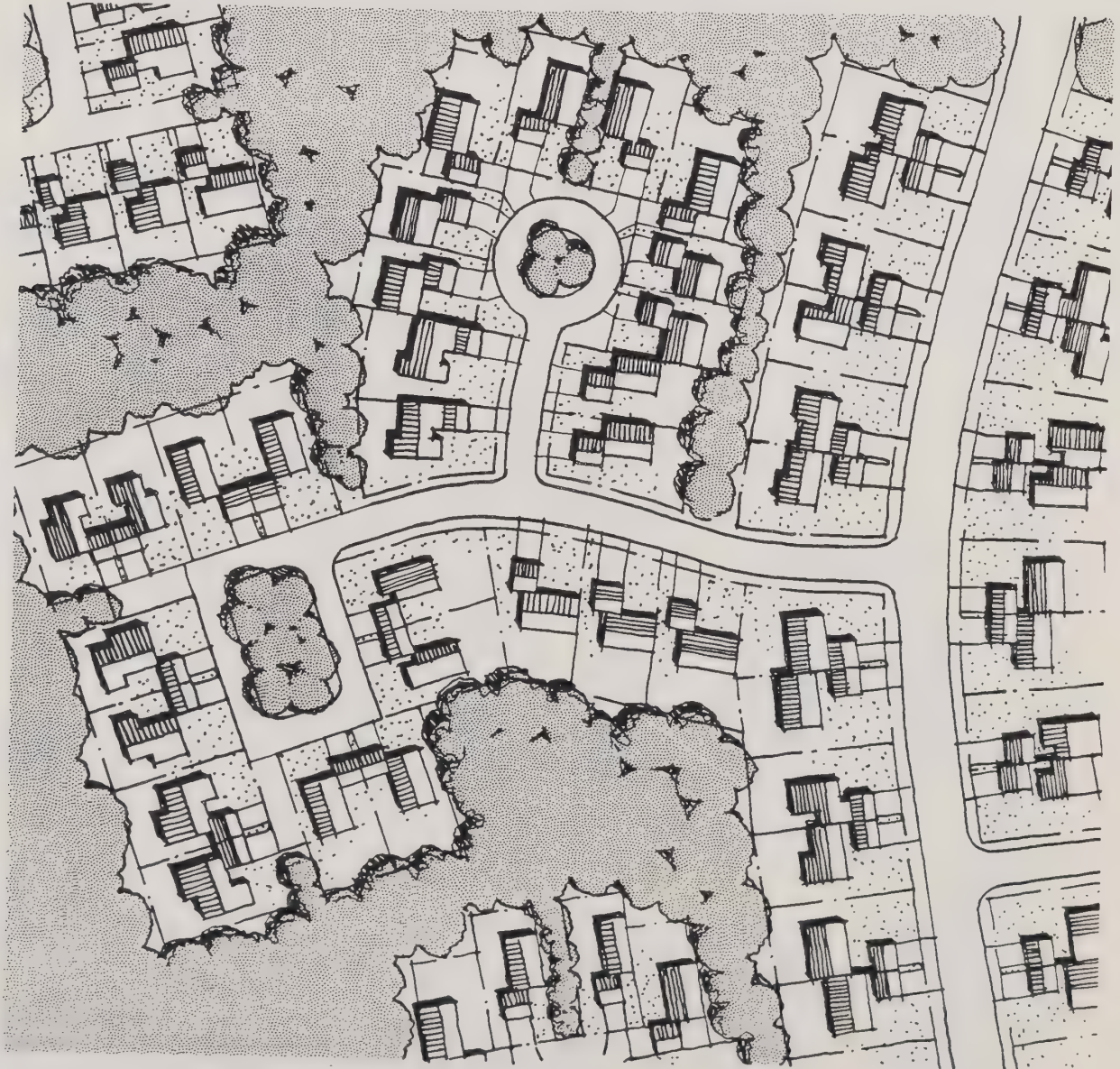


Figure 16  
Prototypical Site Plan C

Unit Type: Townhouse

Features units on a cul-de-sac, served by a private court and fronting on a public neighborhood street.

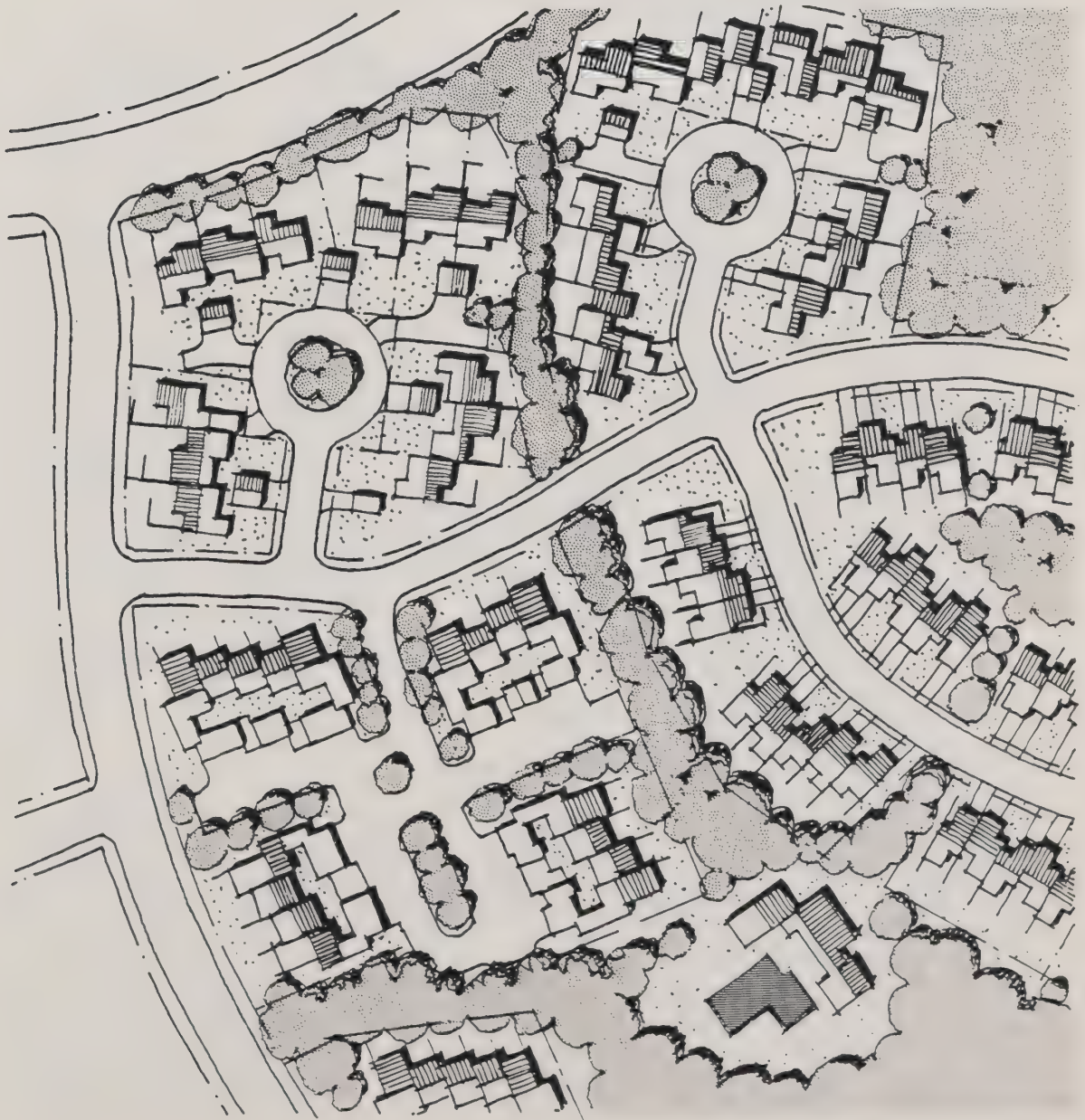




Figure 17  
Prototypical Site Plan D

Unit Type: Multi-Family

Features broader housing opportunities and densities necessary to support transit.





## V. CONSISTENCY WITH THE SAN RAMON VALLEY AREA GENERAL PLAN CONCEPTS

The outline which follows presents a listing of the concepts contained in the San Ramon Valley Area General Plan (SRVAGP) grouped according to the broad objectives of the Plan's elements. Each concept is followed by a page number reference to indicate where in the SRVAGP it may be found. For each identified SRVAGP plan concept a planning policy response is presented which relates the Gumpert Ranch Alternate Use Plan (AUP) to the SRVAGP.

### San Ramon Valley Area General Plan: Textual Concepts

### Gumpert Ranch Alternate Use Plan: Planning Policy Response

#### ● Housing (H)

|     |                                                                                                                                            |       |                                                                                                                                                                                                                                                                                                                                                                                                                |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| H-1 | Encourage development of some smaller housing units. (Page 31)                                                                             | H-1,2 | The AUP would accommodate a variety of residential land uses including detached single family dwellings, detached townhouse clusters, and multifamily clusters. Opportunity would be provided for directing townhouse clusters to valley and flat-lands while maintaining lower average densities on the higher elevations.                                                                                    |
| H-2 | Cluster development concept on the lower elevations of hill areas and on level lands integrated into existing residential areas. (Page 31) |       |                                                                                                                                                                                                                                                                                                                                                                                                                |
| H-3 | Specialized housing in terms of design and scale for the elderly. (Page 31)                                                                | H-3   | While the AUP does not specifically provide for specialized senior housing, an array of housing sizes and scales would be planned. Importantly, the design and development focus on a village center concept would directly complement the demands and needs commonly expressed by senior residents by locating commercial services and recreation activities within walking distance from neighborhood areas. |

| Textual Concepts                                                                                                                                                                                                                                                                                     | Planning Policy Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| H-4 Develop the character of the Planning Area as one of pre-dominantly single family residences, and provide multiple residential units in suitable densities and locations. Offer a range of densities in order to provide for a variety of family sizes, income levels, and age groups. (Page 11) | H-4,5 The village center concept accommodates higher residential densities within close proximity to a village commercial center. Peripheral neighborhood residential land use will accommodate a mix of detached townhouse clusters and detached single family dwellings. Sattelite commercial areas would provide convenience commercial services for neighborhoods in outlying areas in order to reduce unnecessary automobile trips and to maintain a functionally integrated living environment.                                                                                                                                     |
| H-5 Approve small convenience centers in residential land use areas where they would reduce travel time and traffic congestion, and if they can be visually integrated into the areas. (Page 12)                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| ● Circulation (C)                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| C-1 Public transit-improved transit service is encouraged by the SRVAGP, especially for the trip to work. (Page 35)                                                                                                                                                                                  | C 1-4 The AUP village concept provides both a work-trip transit option via a possible fixed bus route system through housing clusters, and by relating residential density to transportation access corridors.<br><br>The AUP provides the opportunity to link the village commercial center with adjacent community parks, schools, recreation activities and residential neighborhoods by a network of grade separated bicycle paths and pedestrian trails. A non-motorized circulation network would correspond to open space corridors along floodplain flatlands where the bicycle represents a workable transportation alternative. |
| C-2 Encourage the use of alternative forms of transportation, especially transit, to help minimize automobile congestion and air pollution. (Page 13)                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| C-3 Reduce dependence on the automobile by construction of a system of bicycle paths and hiking trails to connect community facilities, residential areas, and business districts, as well as to points of interest outside the community. (Page 13)                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| C-4 Allow development in outlying areas only when necessary transportation facilities are in place or committed to be developed. (Page 14)                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| Textual Concepts                                                                                                                                             | Planning Policy Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| C-5 Prevent the encroachment of unsuitable uses on the railroad right-of-way and encourage the use of this right-of-way for trails where feasible. (Page 13) | C-5 AUP directs growth away from the Southern Pacific Railroad right-of-way.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| C-6 Route new arterials around rather than through existing neighborhoods. (Page 13)                                                                         | C 6-8 The AUP integrates the proposed arterial extensions of Crow Canyon Road and Sycamore Valley Road. Primary roadways proposed by the AUP to serve Village and satellite neighborhoods are consistent with these concepts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| C-7 Coordinate proposed roads with existing and planned roads of adjoining areas and the State. (Page 13)                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| C-8 Proposed arterials: Crow Canyon Road extension, Sycamore Valley Road extension, and, Bollinger Road extension to Crow Canyon Road.                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| C-9 Proposed Scenic Routes: Dougherty Road, Camino Tassajara, Crow Canyon Road extension.                                                                    | C 9-10 Dougherty Road passes through areas which would accommodate residential and commercial land use. Viewsheds visible from Camino Tassajara would be maintained by directing development off hillsides and beyond intermediate ridges which are visible from this road. View corridors would be maintained by development setback from Dougherty and protection of riparian corridors and focused views to the surrounding ridges. The AUP would similarly provide policy guidance for development along Camino Tassajara within the area west of Dougherty Road and Camino Tassajara Road intersection. This area comprises a portion of the Sycamore Valley Special Concern Area and consistency is maintained with all planning policies in this regard. The remaining length of Camino Tassajara would not be subject to diminished visual quality. The visual quality along the |
| C-10 Maintain the visual quality of scenic routes. (Page 14)                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |



| Textual Concepts                                                                                                                                                                                                                                                                                   | Planning Policy Response                                                                                                                                                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>C-11 Develop roads in hill areas to conform with topography and to minimize disturbances to the slopes and natural features of the land. (Page 13)</p>                                                                                                                                          | <p>proposed extension of the Crow Canyon Road would not be impaired by the AUP which maintains adjacent lands in open space and agricultural preserve.</p> <p>C-11 Road design respects contour and slope constraints.</p> |
| <p>● Open Space and Conservation of Resources (OS)</p>                                                                                                                                                                                                                                             |                                                                                                                                                                                                                            |
| <p>OS-1 Recognize the importance of retaining agriculture in the Planning Area and devise policies to protect agriculture from urban encroachment. (Page 12)</p>                                                                                                                                   | <p>OS 1-2 The AUP retains grazing lands having both dry and irrigated pasture potential. Retained grazing lands occur as large continuous acreage spatially segregated from non-agricultural land use.</p>                 |
| <p>OS-2 SRVAGP notes that agricultural preserves maybe classified open space, though not to preclude alternative future uses. (page 26)</p>                                                                                                                                                        |                                                                                                                                                                                                                            |
| <p>OS-3 Protect significant hilltops and ridges and their visual quality.</p>                                                                                                                                                                                                                      | <p>OS 3-4 All scenic ridges remain in their undeveloped state.</p>                                                                                                                                                         |
| <p>OS-4 SRVAGP identified Scenic Ridges:<br/>Short Ridge<br/>Sherburne Ridge<br/>Dougherty Hills.</p> <p>In areas designated for development, and particularly residential development outside the floor of the central Valley, the following principles should be strictly applied: (Page 39)</p> |                                                                                                                                                                                                                            |
| <p>OS-5 High quality engineering of slopes is required to avoid soil erosion, downstream flooding, slope failure, loss of vegetative cover, high maintenance costs, property damages, and</p>                                                                                                      | <p>OS-5 AUP constraints analysis identifies these areas as unsuitable development sites, and subsequently are not considered for development.</p>                                                                          |

## Textual Concepts

## Planning Policy Response

damages to visual quality. Particularly vulnerable areas should be avoided. Massive topographic modification should be avoided.

|      |                                                                                                                                                                                                                                                                                                                                                                                                                      |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| OS-6 | Where flood control and drainage works are required along natural water courses, special consideration should be given to using innovative means of retaining the natural appearance of the waterway, and preserve the vegetation and wildlife it supports. Where rights-of-way are designated in the General Plan for trails or other public uses, the right-of-way should be made available for multipurpose uses. | OS-6 | Existing watercourses and associated riparian vegetation are protected and integrated into the AUP. Where safety conditions permit, community parks and regional trail systems would be designed to allow access to creekside corridors while retaining the natural appearance of the waterway. The adjacent flood plain would provide substantial opportunities for public recreation including playfields associated with parks and schools. |
| OS-7 | Conservation of the scenic beauty of the Planning Area requires the restoration of natural contours and vegetation after grading and other land disturbances, and the design of public and private projects to minimize damages to significant trees and other visual landmarks.                                                                                                                                     | OS-7 | Beyond the current AUP scope. Concept OS-7 would be addressed as PUD condition.                                                                                                                                                                                                                                                                                                                                                                |
| OS-8 | Development in outlying areas should not overtax the capabilities of the aquifer or the capability of the ground to absorb sewage effluents.                                                                                                                                                                                                                                                                         | OS-8 | The AUP does not propose the use of individual septic units. A site has been reserved for a centralized wastewater treatment facility in order to accommodate effluent from development.                                                                                                                                                                                                                                                       |
| OS-9 | Proposals for major developments in outlying areas should be reviewed from the point of view of their potential impacts on agricultural production and economics.                                                                                                                                                                                                                                                    | OS-9 | See OS 1, 2.                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Textual Concepts |                                                                                                                                                                                                                                                                                     | Planning Policy Response |                                                                                                                                                                                                            |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| OS-10            | Public facilities for outdoor recreation and alternative modes of transportation should remain an important land utilization objective in the community, to promote high visual quality, air quality maintenance, and to enhance outdoor recreation opportunities of all residents. | OS-10                    | Implicit in the village center concept is the use of pedestrian and non-motorized circulation networks serving schools, community parks, open space corridors and the village commons.                     |
| OS-11            | Protect natural tree cover and vegetation to ensure the preservation of the watershed and the natural beauty of the area. Significant trees should be preserved where possible. (Page 13)                                                                                           | OS-11                    | The constraints analysis identifies existing vegetation including Valley Oak, raparian, and introduced mature tree clusters. All of these resources would be protected from development.                   |
| OS-12            | Maintain the natural appearance of hillsides and ridges to the greatest practical extent. (Page 12)                                                                                                                                                                                 | OS-12                    | Development on hillsides is limited via a slope density gradient, and ridges remain open. All scenic ridges identified in the SRVAGP and areas of special concern receive consistent treatment in the AUP. |
| OS-13            | Promote policies to protect the rare and endangered plant and animal species of the region.                                                                                                                                                                                         | OS-13                    | The constraints analysis directs development away from endangered plant and animals found within the study area.                                                                                           |

● **Recreation (R)**

|     |                                                                                                                                                         |     |                                                                                                                                                                                   |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| R-1 | There is a recognized need for local serving public recreation facilities at the neighborhood/community park level in the SRVA planning area. (Page 39) | R-1 | AUP identifies potential sites to accommodate both neighborhood and community centered parks. Park sites are within short walking distance from residential and commercial areas. |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



| Textual Concepts                                                                                                                                                                                                                                                             | Planning Policy Response                                                                                                                                                                                                                                                                          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>R-2 Special use areas for environmental education could be provided by dual use of flood control areas, water recreation, and natural habitat preserve areas. (Page 43)</p>                                                                                               | <p>R-2 The alternative use plan provides open space corridors and associated trail systems throughout the area. Special consideration along existing creeks for both hiking trails and for internal pedestrian circulation is provided.</p>                                                       |
| <p>R-3 Bicycle paths could provide dual functions as recreational trails and transportation routes within public road rights-of-way. Non-motorized trails may also connect parks and schools. SRVAGP proposed bicycle path - along Crow Canyon Road extension. (Page 43)</p> | <p>R-3 The accommodation of residential use in areas having low average slopes or on flatlands would afford opportunities for the use of bicycles as an appropriate alternative to conventional motorized transportation for purposes of access to local parks and recreation sites.</p>          |
| <p>R-4 Horse trails serve as regional connection with Mt. Diablo State Park and Las Trampas Regional Wilderness Area. (Page 43)</p>                                                                                                                                          | <p>R-4 Open space corridors along creeks, ridge lines, and the maintenance of grazing land or irrigated pasture over perimeter areas of the study area may allow opportunities for regional horse trail access connections to Mt. Diablo State Park and Las Trampas Regional Wilderness Area.</p> |
| <p>R-5 SRVAGP proposal to extend bicycle, riding, and hiking trail east of Pine Valley lane then trending eastward through Alamo Creek Plan Area (see Map 12 SRVAGP, Page 44).</p>                                                                                           | <p>R-5 The AUP does not preclude this proposal, however greater mapping accuracy is necessary to evaluate the directional siting of the proposed trail.</p>                                                                                                                                       |
| <p>R-6 SRVAGP proposal for bicycle, riding, and hiking trail along Camino Tassajara north of the Alamo Creek Planning Area (see Map 12 SRVAGP, Page 44).</p>                                                                                                                 | <p>R-6 The AUP is consistent with the proposal as identified on Map 12 of the SRVAGP.</p>                                                                                                                                                                                                         |

## Textual Concepts

## Planning Policy Response

### ● Public Safety and Seismic Safety (PS)

|      |                                                                                                                                                                                                                                                                                                                   |      |                                                                                                                                                                                                                                                                                                                                                                         |
|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PS-1 | Slopes over 25 percent are not suitable for conventional pad grading. Slopes of 15 percent or more should be developed in lower range of densities and clustered housing on the less hazardous areas of larger development sites should be encouraged, as is recommended for the Special Concern Areas. (Page 47) | PS-1 | The constraints analysis identifies areas of excess slope and development is concentrated to avoid this hazard. Standards for construction pad grading would meet or exceed those necessary to develop slopes above 15 percent.                                                                                                                                         |
| PS-2 | Structures to be built near any active fault trace will be set back 50 feet or more from the trace. (Page 47)                                                                                                                                                                                                     | PS-2 | All known active or potentially active faults were identified in the constraints analysis. Development, as conceptually shown in the AUP, would avoid construction in these areas.                                                                                                                                                                                      |
| PS-3 | Design development in flood-prone areas to minimize the risk of flood damage in order to protect property and reduce long-term insurance costs. (Page 13)                                                                                                                                                         | PS-3 | Clustering of structures outside flood prone areas, and construction above maximum height of 100-year flood plain.                                                                                                                                                                                                                                                      |
| PS-4 | Require drainage and flood control rights-of-way to be dedicated for public purposes where the stream is designated in the General Plan for trail use. (Page 13)                                                                                                                                                  | PS-4 | The AUP provides for the maintenance and dedication of creekside corridors, floodways and floodplains, and preservation of associated riparian vegetation by directing development away from these areas. An internal trail system for the study area would be provided in detail during subsequent planning stages as necessary to address this concept of the SRVAGP. |
| PS-5 | Minimum creek setback equal to 1.5 times the depth of the channel. (Page 50)                                                                                                                                                                                                                                      | PS-5 | While the AUP does not show a detailed site plan, the minimum creek setback would be applied to all structures.                                                                                                                                                                                                                                                         |

| Textual Concepts                          |                                                                                                                                                                                                                                                                                                                                             | Planning Policy Response |                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PS-6                                      | Prevent erosion and landslides by appropriate use of engineering techniques, by revegetation and by avoiding development in particularly vulnerable areas. Graded land should be revegetated as quickly as possible with emphasis on adequate covering of the 50 percent fill slopes created by conventional pad grading. (Pages 12 and 51) | PS-6                     | Very steep lands, existing unconsolidated landslides, and high risk areas are identified by the constraints analysis and redevelopment pattern has been directed away from these hazards.                                                                                                                                                                             |
| PS-7                                      | Require individual homes in outlying areas surrounded by unirrigated vegetation to incorporate fire safety features. (Page 13)                                                                                                                                                                                                              | PS-7                     | Beyond the immediate scope of the AUP.                                                                                                                                                                                                                                                                                                                                |
| PS-8                                      | Hillsides, windy ridge tops and canyon draws spread fire rapidly. Homes in remote fire prone areas should incorporate fire resistant materials and have irrigated surroundings. (Page 51)                                                                                                                                                   | PS-8                     | Where practicable, hillsides and other wind prone areas of the site would not be utilized to accommodate structures. During subsequent planning and design stages the Contra Costa Fire Marshal would be consulted to insure that maximum fire protection standards are incorporated into the PUD conditions, site design and materials utilized for the development. |
| <p>● <b>Community Facilities (CF)</b></p> |                                                                                                                                                                                                                                                                                                                                             |                          |                                                                                                                                                                                                                                                                                                                                                                       |
| CF-1                                      | Develop easily accessible civic, cultural, and recreational facilities of a size to serve present and expected future demands. (Page 14)                                                                                                                                                                                                    | CF-1                     | Village center concept incorporates these activities in a central location.                                                                                                                                                                                                                                                                                           |
| CF-2                                      | Promote the development of a system of large and small outdoor recreation areas conveniently located to meet the needs of all segments of the present and future population. (Page 14)                                                                                                                                                      | CF-2                     | See R-1.                                                                                                                                                                                                                                                                                                                                                              |



|       | Textual Concepts                                                                                                                                                            | Planning Policy Response                                                                                                                                                                                                                                                                                                                                |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CF-3  | Utilize existing and future public facilities, such as schools, for neighborhood recreation as much as possible. (Page 14)                                                  | CF-3 Where practicable, existing facilities will be utilized prior to constructing new facilities. Also, multiuse of schools for organized recreation would be possible.                                                                                                                                                                                |
| CF-4  | Utilize publicly owned lands for recreation to the fullest practical extent. (Page 14)                                                                                      | CF-4,5 The site is within proximity to substantial public recreation areas. Trail access to these areas is feasible via creekside corridors and continuous ridgeland open space provided in the AUP.                                                                                                                                                    |
| CF-5  | Link local recreation areas to major regional and state parks by trails. (Page 14)                                                                                          |                                                                                                                                                                                                                                                                                                                                                         |
| CF-6  | Preserve areas and buildings of historical significance. (Page 14)                                                                                                          | CF-6 Not applicable give conceptual nature of AUP. However, all identified buildings of historic significance have been recognized.                                                                                                                                                                                                                     |
| CF-7  | Maintain and upgrade existing public utility, fire, police and all other public services as needed to adequately protect and serve existing and new developments. (Page 14) | CF 7-8 The AUP reserves public facility sites necessary to meet the future needs of residents. During subsequent planning and design steps key officials from the Contra Costa offices of the Fire Marshal, Public Works Department and Sheriff's Department would also be consulted in order to identify and meet necessary standards for development. |
| CF-8  | Carefully assess the approval of developments in the light of the demands they may place on existing community facilities. (Page 15)                                        |                                                                                                                                                                                                                                                                                                                                                         |
| CF-9  | Design public improvements to avoid removing mature trees or other scenic features insofar as it is practical and reasonable. (Page 15)                                     | CF-9 See OS-11 and OS-12.                                                                                                                                                                                                                                                                                                                               |
| CF-10 | Protect the visual qualities of designated scenic routes by reviewing projects with respect to their visual impact on the public. (Page 15)                                 | CF-10 See C-9, C-10, OS-11, and OS-12.                                                                                                                                                                                                                                                                                                                  |

| Textual Concepts                                                                                                                                                                                                                       | Planning Policy Response                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>CF-11 Multiple use of facilities to reduce redundancy and costs. Eg., trails along drainage works, outdoor recreation/utility rights-of-way, commercial areas/scenic landmarks, trails planned along stream channels. (Page 53)</p> | <p>CF-11: See R-2.</p>                                                                                                                                                                            |
| <p>CF-12 Meet minimum standards for schools, students/class, and square feet/student. (Page 54)</p>                                                                                                                                    | <p>CF-12 Minimum acreage requirements for elementary and junior high school sites have been set aside on the basis of pupil generation factors provided by San Ramon Unified School District.</p> |
| <p>CF-13 Provision of adequate drainage to accommodate larger runoff due to development of previously undeveloped land. (Page 57)</p>                                                                                                  | <p>CF-13, 14,15 Setbacks from creeksides and drainage corridors, clustering of structures, maintenance of open space, minimization of paved surfaces.</p>                                         |
| <p>CF-14 Reduce runoff and mitigate downstream impacts of development induced runoff. (Page 57).</p>                                                                                                                                   |                                                                                                                                                                                                   |
| <p>CF-15 Require drainage improvements which will enhance the natural appearance of streams and minimize the man-made characteristics of flood control projects insofar as it is practical and reasonable. (Page 13)</p>               |                                                                                                                                                                                                   |
| <p>CF-16 Discourage premature or "skip" development which can constitute an undue economic burden on the general public, require extension of facilities, and result in growth pressures in inappropriate areas. (Page 10)</p>         | <p>CF-16 The AUP will not result in skip development but would establish a community development pattern that minimizes the commuting requirements for the developing employment base.</p>        |

## Textual Concepts

## Planning Policy Response

### ● Community Design (CD)

|      |                                                                                                                                                                                                                                                |             |                                                                                                                                                                                                                 |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CD-1 | Approve buildings in commercial areas which are designed for a low profile appearance and which will contribute to a village-like atmosphere. (Page 14)                                                                                        | CD-1, 2,3,6 | Provisions and prespecified PUD conditions would attain the objectives specified.                                                                                                                               |
| CD-2 | Preserve the visual qualities of the Planning Area by restricting development on significant scenic ridges, and by preserving significant stands of trees. (Page 14)                                                                           |             |                                                                                                                                                                                                                 |
| CD-3 | Improve the appearance of the community by the elimination of negative elements such as non-conforming signs and overhead utility lines, and by encouraging aesthetically designed screening with adequate setbacks and landscaping. (Page 15) |             |                                                                                                                                                                                                                 |
| CD-4 | Single family detached housing is preferred, but clustered detached recommended when cluster is the only viable option. (Page 58)                                                                                                              | CD-4,5      | The village centered concept expressed in the AUP has as its major focus the spatial relationship between residential and commercial services. Townhouses would be situated in proximity to shopping districts. |
| CD-5 | Townhouses acceptable closer to shopping districts. (Page 58)                                                                                                                                                                                  |             |                                                                                                                                                                                                                 |
| CD-6 | PUD should be utilized to provide maximum amenities; to save significant trees; to avoid difficult topography, and prevent monotony in residential neighborhoods. (Pages 58 and 59)                                                            |             |                                                                                                                                                                                                                 |



## Textual Concepts

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### Special Concern Areas

#### 1. Sycamore Valley (SV)

SV-a Sycamore Valley Parkway to extend through valley along Camino Tassajara.

- provide view (where feasible) of Sycamore Creek. (Page 28)

SV-a The AUP would accommodate a limited amount of detached low density single family dwellings consistent with the spatial concepts expressed on Map 6 of the SRVAGP.

SV-b Hillside and creek preservation

- Housing units clustered on valley floor and maintain higher ridgeland.
- Slope/density relationship maintained as development ascends hillside.
- Low profile cluster housing with emphasis on detached dwelling units.
- Sycamore Creek and dominant riparian vegetation protected in its natural state. (Page 28)

SV-b Maintains consistency with special concern areas.

SV-c Development integrated with trails.

SV-c See R-2, R4-5, and C1-4.

SV-d Use of north-south directional greenbelt to afford visual relief between development areas.

SV-d Maintains consistency with special concern areas.

#### 2. Lower Dougherty Hills (LDH)

LDH-a Dougherty hills provide visual amenity.

LDH-a Ridgelines of Dougherty hills would remain as open, non-irrigated pasture/open space.

LDH-b West facing slopes should be developed first.

LDH-b AUP provides extensive agricultural preserve adjacent to the north boundary of the Lower Dougherty Hills Special Concern Area.

LDH-c Ridgeline to remain open.

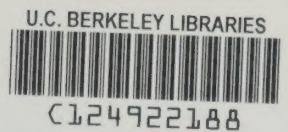
LDH-c See LDH-a.

## Textual Concepts

LDH-d Provide trail connections linking Camp Parks and San Ramon Valley (East-West Trails).

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LDH-d Trail connections east would be located outside (south) of planning area, and beyond the immediate scope of the AUP.



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